

Regular Council Meeting

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FRESNO CITY COUNCIL

CITY OF FRESNO
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Supplement Packet

ITEM(S)

1-II (ID 23-1794)

Actions pertaining to a Route 99 Freeway Agreement (0.1 mile south of Chestnut Avenue to Church Avenue) (Council District 3):

1. RESOLUTION - Approving an addendum to EIR SCH NO. 2019039121 and adopting findings pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15091 and 15093 as required for responsible agencies by CEQA Guidelines Section 15096 for the South Fresno State Route 99 Corridor Project.
2. Approval of Route 99 Freeway Agreement with State of California Department of Transportation (Caltrans)

Contents of Supplement: Fresno Parkway Drive Realignment Addendum Responsible Agency- Revised, Parkway Drive CEQA Findings, and Parkway Drive Realignment-SOC

Supplemental Information:

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

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CEQA EIR Addendum

Parkway Drive Realignment Project

December 2023

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Acronyms and Abbreviations

2023 EIR	South Fresno State Route 99 Corridor Project Final Environmental Impact Report/Environmental Assessment
BMP	best management practice
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Fresno
County	Fresno County
EIR	Environmental Impact Report
FMFCD	Fresno Metropolitan Flood Control District
GHG	greenhouse gas
NPDES	National Pollutant Discharge Elimination System
PM _{2.5}	fine particulate matter measuring no more than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
project	Parkway Drive Realignment Project

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Section 1 Introduction

1.1 Project Overview

The City of Fresno (City) is a responsible agency pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15381, and is preparing an Addendum to the 2023 South Fresno State Route 99 Corridor Project Final Environmental Impact Report/Environmental Assessment (State Clearinghouse No. 2019039121) (2023 EIR). The 2023 EIR was prepared by the lead agency, the California Department of Transportation (Caltrans), in compliance with CEQA to address the realignment of Parkway Drive (project), located south of the North Avenue/State Route 99 interchange in the City of Fresno, Fresno County, California (Figure 1, Regional Location).

1.2 Project Background of Previously Certified EIR

In January 2023, Caltrans certified the 2023 EIR for the improvement of two existing interchanges on State Route 99—at American Avenue and North Avenue—in the southern portion of the City and Fresno County (County) in California. The proposed project included the replacement of three existing interchanges with three new interchanges on State Route 99 in the County between Post Mile 12.5 and Post Mile 19.1. All three locations would include reconstructing and widening the overcrossings to accommodate additional lanes, constructing and/or reconstructing the on- and off-ramps, constructing auxiliary lanes on State Route 99, and reconfiguring adjacent local roads and intersections.

This Addendum is being prepared to address the realignment of Parkway Drive south of the North Avenue/State Route 99 interchange. The proposed project is located at the southern end of the City of Fresno in Fresno County, which is situated in the center of the San Joaquin Valley (Figure 1). The project site is located near an area that is dominated by light and heavy industrial uses.

1.3 Project Description

1.3.1 Project Features

The project includes realignment of the existing Parkway Drive to accommodate the improvements to the State Route 99 interchange at North Avenue (Figure 2, Project Site). The realigned Parkway Drive would be approximately 1,350 feet long and would be constructed to the Fresno Standard Plan P-54 with a 72-foot right-of-way. The roadway would include an 11-foot travel lane in each direction, a 12-foot continuous left-turn lane, and 7-foot bike lanes in each direction. The realigned roadway would not include sidewalks, streetlights, or landscaping. In accordance with the Fresno Standard Plan P-54, no parking would be allowed. Curb and gutter would not be installed with the project but would be installed at a later date when adjacent properties are developed. As part of the realignment, an existing City water main would need to be relocated. Drainage inlets and a short pipeline would be installed to direct all stormwater to the existing the Fresno Metropolitan Flood Control District (FMFCD) Basin AW1. The existing Parkway Drive would be demolished and replaced with Caltrans Basin 1 per the

2023 EIR. In addition, implementing the realignment of Parkway Drive contemplated as part of the project assessed in the 2023 EIR includes entering into a freeway agreement between the City and the State of California and acquisition of necessary right-of-way.

1.3.2 Construction Activities and Best Management Practices

Construction would take approximately 24 months to complete, and activities would include excavation, grading, and paving. Construction is anticipated to occur between the hours identified in the City’s Noise Ordinance, Monday through Friday between 7:00 a.m. and 7:00 p.m., as permitted by the City’s Municipal Code, Section 10-109, and consistent with the City’s Noise Ordinance, and not during evening or more noise-sensitive time periods.

The following best management practices (BMPs) shall be implemented by the state and/or their construction contractor. Additionally, a Construction Traffic Management Plan would be implemented for safety and to ensure access by emergency service providers.

Air Quality

- Water or dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emissions or at the right-of-way line, depending on local regulations.
- Soil binder shall be spread on any unpaved roads used for construction purposes and on all project construction parking areas.
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low-sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- A Dust Control Plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Trackout reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, shall be used.
- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize the emission of dust (particulate matter) during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to decrease particulate matter emissions.
- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

- Mulch shall be placed, or vegetation shall be planted as soon as practical after grading to reduce windblown particulate matter in the area.
- Idling shall be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment during construction.
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- A Construction Traffic Management Plan shall be prepared and implemented. Construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Biological Resources

Migratory Birds

- A pre-construction survey for migratory birds within the study area shall be conducted 30 days before the start of construction.
- If migratory birds are found to be nesting within the project area, a no-work buffer zone (300 feet) may be established around an active nest and/or a qualified biologist shall monitor an active nest during construction activities within the established buffer.
- Work may be temporarily suspended if nesting activity cannot be prevented.
- If removal of nest trees was deemed necessary, removal shall occur during the time of year when the nests are not used (between October 1 and January 30).

Swainson's Hawk

- Prior to construction, pre-construction surveys shall be conducted according to the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Commission 2000).
- Surveys shall be conducted no less than 30 days prior to construction.
- If an active Swainson's hawk nest is detected, minimization efforts shall be coordinated with the California Department of Fish and Wildlife and may include a no-work buffer zone (600 feet) around an active nest, and/or a qualified biologist shall monitor an active nest during construction activities within the established buffer.
- If the 600-foot no-work buffer zone cannot be maintained, an Incidental Take Permit may be required by the California Department of Fish and Wildlife.

Hazards and Hazardous Materials

- Residual organochlorine pesticides (and associated elevated arsenic concentrations) may be present in shallow soil within the project study area due to historical non-regulated agricultural operations. The pesticide and arsenic levels on properties

that were for agricultural use are not anticipated to exceed regulatory health-based screening thresholds for commercial/industrial land use but shall be tested.

- Appropriate standard specifications and plans addressing all hazardous waste concerns shall be included into the construction package to ensure all regulatory requirements are met for proper handling and disposal of materials/wastes.

Noise

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Construction methods or equipment that would provide the lowest level of noise impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.
- Idling equipment shall be turned off.
- Truck loading, unloading, and hauling operations shall be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.

Paleontological Resources

- The Paleontological Mitigation Plan shall be prepared by a paleontological subconsultant.
- All project personnel shall receive training by a qualified paleontologist before the start of work.
- Recovered fossils shall be prepared to the point of identification and placed in an approved paleontological repository.
- All open excavations more than 5 feet deep in native sediments of the Modesto Formation shall be monitored full time by a qualified paleontologist.
- All construction/project personnel must complete a construction safety orientation. A procedure for interfacing paleontological and construction personnel shall need to be developed in consultation with the resident engineer.
- A pre-construction paleontological sensitivity training for earthmoving personnel shall be conducted, and documentation of training (sign-in sheets, hardhat stickers) shall be kept with project records (filed on site and in the Department Task Order Manager's office).
- The professional paleontologist shall designate a paleontological monitor to be present during qualifying earthmoving activities, as previously defined.

1.4 Purpose of this Addendum and Basis for Decision to Prepare Addendum

The purpose of this Addendum and analysis herein is to demonstrate that the project represents a minor modification to the 2023 EIR project, and therefore, an Addendum to the 2023 EIR is the appropriate documentation pursuant to CEQA Guidelines, Sections 15162 and 15164.

CEQA Guidelines, Section 15164(a), states that an Addendum to a previously certified EIR shall occur if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines, Section 15162(a)(1), states that a subsequent EIR shall be prepared if substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects.

The City is a responsible agency pursuant to CEQA Guidelines, Section 15381. The City considered the environmental effects of the project, as shown in the 2023 EIR pursuant CEQA Guidelines, Section 15096(f). This Addendum documents that none of the conditions described in CEQA Guidelines, Section 15162, calling for the preparation of a subsequent EIR have occurred and that an Addendum to the 2023 EIR may be prepared (per CEQA Guidelines, Section 15164).

This Addendum is intended to inform the City’s consideration and action on the project by demonstrating that the project would not result in any new significant or substantially more severe impacts than were identified in the 2023 EIR. The City’s approval of this Addendum requires concurrence by the City Council that all procedures required by the City were followed. Pursuant to CEQA Guidelines, Section 15164(c), this Addendum need not be circulated for public review.

The Addendum is only required to address those environmental topics addressed in the original 2023 EIR. This precedent has been set in two appellate court decisions upholding the preparation of an Addendum for a previously certified EIR: *Concerned Dublin Citizens V. City of Dublin*, 214 Cal.App.4th 1301 (2013), and *Citizens for Responsible Equitable Environmental Development V. City of San Diego*, 196 Cal.App.4th 515 (2011). In both cases, the lead agency prepared an Addendum to a previously certified EIR. These appellate court decisions indicate that the issues discussed in an Addendum are limited to those addressed in the original EIR. They also indicate that “changed circumstances” means physical changes, not legal changes. Based on this approach, only the topics originally addressed in the certified EIR are required to be addressed in the Addendum. Thus, any CEQA topics that have been added or modified since 2023 are not required to be addressed. This Addendum addresses all the topics addressed in the 2023 EIR. The 2023 EIR and all the technical reports and references therein are hereby incorporated by reference (Caltrans 2023).

The following environmental resources, if checked below, would be potentially affected by this project and would involve at least one significant impact that substantially exceeds or is otherwise outside the scope of activities evaluated for potential environmental effects of the larger project (South Fresno State Route 99 Corridor Project) evaluated in the 2023 EIR. If “None” is checked below, this project is deemed entirely consistent with and covered by the environmental analysis contained in the 2023 EIR.

- | | | |
|--|---|---|
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Global Climate Change |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Noise and Vibration | <input type="checkbox"/> Public Services and Recreation | <input type="checkbox"/> Transportation and Circulation |
| <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> None | |

Figure 1. Regional Location

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Figure 2. Project Site

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Section 2 Determination

On the basis of this initial evaluation:

- I find that the proposed project WOULD NOT have any significant effects on the environment that either have not already been analyzed in the prior 2023 EIR or that are more significant than previously analyzed. Pursuant to CEQA Guidelines, Section 15168(c), CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.
- I find that the proposed project will have effects that have not been analyzed in the prior 2023 EIR. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant, and a NEGATIVE DECLARATION will be prepared.
- I find that the proposed project will have effects that either have not been analyzed in the prior 2023 EIR or are more significant than described in the prior 2023 EIR. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project would have effects that either have not been analyzed in a prior 2023 EIR or are more significant than described in the prior 2023 EIR. I find that those effects WOULD be significant, and an ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.

Responsible Agency Representative, Title
City of Fresno

Date

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Section 3 Environmental Checklist

3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Have a substantial adverse effect on a scenic vista?	NI	No	No	No	None
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	NI	No	No	No	None
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	NI	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that no scenic vistas are within the South Fresno State Route 99 Corridor Project area, and no impact would occur.

The proposed project would occur within the same location as previously analyzed in the 2023 EIR. Consistent with the 2023 EIR, the realignment of Parkway Drive would not result in a substantial effect on a scenic vista. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding scenic vistas.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project area is not located within a designated scenic highway and would not impact scenic resources. No impact would occur.

The proposed project would occur within the same location as previously analyzed in the 2023 EIR. Consistent with the 2023 EIR, the realignment of Parkway Drive project area is not located within a designated scenic highway and would not result in impacts to scenic resources. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding scenic resources.

- c) The 2023 EIR concludes that the South Fresno State Route 99 Corridor Project aligns with applicable zoning and regulations governing scenic quality. Replacement planting and aesthetic treatments would be coordinated with the Fresno 99 Beautification Master Plan and consistent with improvements constructed on State Route 99 north of the project area.

The proposed project would occur within the same location, which is in an urbanized area, as previously analyzed in the 2023 EIR. Consistent with the 2023 EIR, the realignment of Parkway Drive would not conflict with applicable zoning and regulations governing scenic quality. The project would be required to comply with the Fresno 99 Beautification Master Plan. Consistent with the 2023 EIR, the project would remove only those trees and shrubs required for the construction of the new roadway facilities.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding applicable zoning and other regulations governing scenic quality.

- d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not result in new sources of light or glare.

The proposed project would occur within the same location as previously analyzed in the 2023 EIR. The project would not construct streetlights, and therefore, consistent with the 2023 EIR, the project would not result in any new sources of light or glare. If night construction is necessary, light spillage from portable sources would be minimized. At a minimum, the construction contractor would be required to minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights could be used. Portable lights would be operated at the lowest allowable wattage and height and would be raised to a height no greater than 20 feet. All lights would be screened and directed downward toward work activities and away from the night sky, highway users, and highway neighbors to the maximum extent possible. The number of nighttime lights used would be minimized to the greatest extent possible. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding a new source of substantial light or glare.

In summary, the project would result in no impacts to aesthetics, and no mitigation would be required.

3.2 Agricultural and Forest Resources

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	<p>2023 EIR Impact Conclusion</p>	<p>Does the Proposed Change Involve New Impacts?</p>	<p>New Circumstances Involving New Impacts?</p>	<p>New Info Requiring New Analysis or Verification?</p>	<p>Applicable 2023 EIR Mitigation Measures</p>
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p>NI</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<p>NI</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<p>NI</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	<p>2023 EIR Impact Conclusion</p>	<p>Does the Proposed Change Involve New Impacts?</p>	<p>New Circumstances Involving New Impacts?</p>	<p>New Info Requiring New Analysis or Verification?</p>	<p>Applicable 2023 EIR Mitigation Measures</p>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<p>NI</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<p>NI</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>None</p>

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project area is considered to be “committed to urban development” because the land converted would be narrow strips along the highway. In addition, according to the Farmland Protection Policy Act, as amended, the land is “not to be considered as farmland.” Therefore, no impact would occur, and no mitigation would be required.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impacts would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b, c, d, e) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area is not under a Williamson Act contract and does not contain forest and timberland. The impacts were determined to be less than significant with no mitigation required. The 2023 EIR concluded that a sliver of land next to the existing American Avenue interchange would be converted from agriculture to transportation. However, the project would improve an existing transportation facility that currently serves the farming activity in the area and provides for the transportation of farming goods and services. No impact would occur. The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. The project would not conflict with zoning for, or cause rezoning of, forest land or timberland and would not result in the loss or conversion of forest land to non-forest use. Furthermore, the project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The project impact would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding existing zoning for an agricultural use or a Williamson Act contract; existing zoning or rezoning of forest land, timberland, or timberland zoned Timberland Production; the loss of forest land or conversion of forest land to a non-forest use; or other changes that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

In summary, the project would result in no impacts to agricultural resources, and no mitigation would be required.

3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Conflict with or obstruct implementation of the applicable air quality plan	SU	No	No	No	None
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	LTS	No	No	No	None
c. Expose sensitive receptors to substantial pollutant concentrations?	LTS	No	No	No	None
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would increase carbon dioxide emissions, a greenhouse gas (GHG), and, therefore, would conflict with current air quality plans that require reduction of GHG emissions. The 2023 EIR included design features and measures to reduce GHG emissions such as Complete Streets elements with landscaping; bicycle and pedestrian facilities to encourage active transportation over use of gasoline-powered vehicles; the installation of Intelligent Transportation System elements designed to improve traffic efficiency and reduce congestion on roadways, thereby lowering vehicle emissions; construction of roundabouts; and installation of electric charging stations. However, the 2023 EIR concluded that Caltrans currently does not have established regulatory, industry-wide methods to accurately measure whether the project features and measures would reduce emissions enough to mitigate the project impacts, and thus, impacts would remain significant and unavoidable.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the

2023 EIR, the project would result in the increase in carbon dioxide emissions and would conflict with current air quality plans, and impacts would remain significant and unavoidable.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding conflicting or obstructing the implementation of an air quality plan.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project improves the operations of an existing interchange along with local intersections and would not result in a cumulatively considerable net increase of ozone, particulate matter less than 10 microns in diameter (PM₁₀) and fine particulate matter measuring no more than 2.5 microns in diameter (PM_{2.5}), for which the project region is in non-attainment under applicable federal or state ambient air quality standards. Therefore, the impact was determined to be less than significant with no mitigation required.

The project is the realignment of Parkway Drive. The realignment was considered part of the North Avenue interchange improvements analyzed in the South Fresno State Route 99 Corridor Project Air Quality Report. Therefore, consistent with the 2023 EIR, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Consistent with the 2023 EIR, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. As described in Section 1.3.2, Construction Activities and Best Management Practices, the project would incorporate the following project design features to further reduce criteria pollutants:

- Water or dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emissions or at the right-of-way line, depending on local regulations.
- Soil binder shall be spread on any unpaved roads used for construction purposes and on all project construction parking areas.
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low-sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- A Dust Control Plan shall be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Trackout reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, shall be used.

- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize the emission of dust (particulate matter) during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to decrease particulate matter emissions.
- To the extent feasible, construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch shall be placed, or vegetation shall be planted as soon as practical after grading to reduce windblown particulate matter in the area.

The project impacts would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding air quality standard violations.

- c) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant with no mitigation required. Emissions from construction equipment are expected and would include toxic air contaminants such as diesel exhaust particulate matter. However, implementation of Caltrans Standard Specifications in Section 14, as well as other measures included in the project, would lessen potential impacts from the project.

The project would be south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. No sensitive receptors are adjacent to the project site. Similar to the 2023 EIR, emissions during construction would include diesel exhaust particulate matter. Implementation of the following project design features would reduce potential impacts:

- Idling shall be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment during construction.
- Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- A Construction Traffic Management Plan shall be prepared and implemented. Construction traffic shall be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding odors.

- d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not result in other emissions such as odors adversely affecting a substantial number of people. Therefore, the impact was determined to be less than significant with no mitigation required.

The project would be south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Construction associated with the proposed project could result in minor amounts of odor compounds associated with diesel-heavy equipment exhaust and asphalt paving. Such odors would quickly disperse to below detectable levels as distance from the site increases. However, consistent with the 2023 EIR, the project would implement project design features as discussed in Section 3.3(c). Consistent with the 2023 EIR, neither project construction nor operation would result in other emissions, including those leading to odors, that would adversely affect a substantial number of people. The project impact would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding odors.

In summary, project impacts to air quality resources would be less than significant, and no mitigation would be required.

3.4 Biological Resources

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	NI	No	No	No	None
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	NI	No	No	No	None
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	No	No	No	None
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NI	No	No	No	None
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	No	No	No	None
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not result in impacts to species, habitat, candidate species, or sensitive or special-status species because no such species or habitat are in the project area.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project area does not contain critical habitat for state or federally listed species, and no state or federally listed or candidate species is expected to be present or affected by the project because no known special-status species meet the status requirements. The project impacts would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding candidate, sensitive, or special-status species.

- b) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area did not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, and no impact would occur.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. The project site does not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to riparian habitat or other sensitive natural community.

- c) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area did not contain state or federally protected wetlands, and no impacts would occur.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. The project site does not contain state or federally protected wetlands. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding state or federally protected wetlands.

- d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not interfere with the movement of fish or wildlife species with the implementation of avoidance and minimization measures, which include a pre-construction survey for migratory birds and Swainson's hawk (*Buteo swainsoni*) during the nesting season in the project area.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. There is a potential that migratory birds, such as the red-tailed hawk (*Buteo jamaicensis*) and Swainson's hawk, could migrate into the area. Consistent with the 2023 EIR, as described in Section 1.3.2, the following measures shall be implemented to ensure that the project would not interfere with the movement of fish or wildlife species.

Migratory Birds

- A pre-construction survey for migratory birds within the study area shall be conducted 30 days before the start of construction.
- If migratory birds are found to be nesting within the project area, a no-work buffer zone (300 feet) may be established around an active nest and/or a qualified biologist shall monitor an active nest during construction activities within the established buffer.
- Work may be temporarily suspended if nesting activity cannot be prevented.
- If removal of nest trees was deemed necessary, removal shall occur during the time of year when the nests are not used (between October 1 and January 30).

Swainson's Hawk

- Prior to construction, pre-construction surveys shall be conducted according to the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Commission 2000).
- Surveys shall be conducted no less than 30 days prior to construction.
- If an active Swainson's hawk nest is detected, minimization efforts shall be coordinated with the California Department of Fish and Wildlife and may include a no-work buffer zone (600 feet) around an active nest, and/or a qualified biologist shall monitor an active nest during construction activities within the established buffer.
- If the 600-foot no-work buffer zone cannot be maintained, an Incidental Take Permit may be required by the California Department of Fish and Wildlife.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding the movement of any native resident or migratory fish or wildlife species.

- e) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not conflict with any local policies or ordinances protecting biological resources.

The project is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- f) The 2023 EIR determined that no Habitat Conservation Plans exist for the South Fresno State Route 99 Corridor Project area, and no impacts would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, no Habitat Conservation Plans exist for the project area. Therefore, no impacts would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan.

In summary, the project would result in no impacts to biological resources, and no mitigation would be required.

3.5 Cultural Resources

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	NI	No	No	No	None
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	NI	No	No	No	None
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not cause a substantial change to the significance of a historical resource pursuant to CEQA Guidelines, Section 15064.5.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Based on the 2020 Historic Resource Evaluation Report and 2020 Historic Property Survey Report prepared for the larger project, the project site does not contain historical resources and would not result in a substantial change to the significance of a historical resource pursuant to CEQA Guidelines, Section 15064.5. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding historical resources.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not cause a substantial change to the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Based on the 2020 Archaeological Study Report prepared for the larger project, the project site does not contain archaeological resources and would not result in a substantial change to the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding archaeological resources.

- c) The 2023 EIR concluded that no human remains are expected in the South Fresno State Route 99 Corridor Project area. However, the 2023 EIR further concluded that if human remains are discovered during construction, compliance with California Health and Safety Code, Section 7050.5, would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR, and no human remains are expected on the project site. Consistent with the 2023 EIR, should human remains be encountered during construction, the project would be required to comply with California Health and Safety Code, Section 7050.5, for the treatment of human remains. In addition, the Native American Heritage Commission would be notified if the remains are Native American, pursuant to California Public Resources Code, Section 5097.98, and the most likely descendant would be notified. Therefore, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding human remains.

In summary, the project would result in no impacts to cultural resources, and no mitigation would be required.

3.6 Energy

Would the project result in:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	NI	No	No	No	None
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not result in a significant impact during construction or operation for wasteful, inefficient, or unnecessary consumption of energy.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. The operation of off-road equipment, trucks, and worker traffic would be the primary source of energy consumption during construction of the project.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding wasteful, inefficient, or unnecessary consumption of energy.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would comply with all federal, state, and local rules and regulations to this effect.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding state or local plans for renewable energy or energy efficiency.

In summary, the project would result in no impacts to energy, and no mitigation would be required.

3.7 Geology and Soils

Would the project result in:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	NI	No	No	No	None
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	NI	No	No	No	None
ii) Strong seismic ground shaking?	NI	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	NI	No	No	No	None
iv) Landslides?	NI	No	No	No	None
b. Result in substantial soil erosion or the loss of topsoil?	NI	No	No	No	None
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	NI	No	No	No	None
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	NI	No	No	No	None
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	No	No	No	None
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a.i) The 2023 EIR did not identify any faults identified as Alquist-Priolo Earthquake Fault Zones. The 2023 EIR concluded that construction would not expose people or structures to potential substantial adverse effects from these types of earthquake fault zones, and no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 and is not in an Alquist-Priolo Earthquake Fault Zone. Consistent with the 2023 EIR, project impacts would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

- a.ii, iii) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area has not historically had strong seismic ground shaking and does not support conditions for liquefaction or lateral spreading. The 2023 EIR concluded that no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project site's underlying soil would not be prone to liquefaction, lateral spreading, and expansion. Therefore, consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding strong seismic ground shaking and seismic-related ground failure including liquefaction or lateral spreading.

- a.iv) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project is in an area where the topography is flat, and there is no risk of landslides from or to the project. As such, the 2023 EIR concluded that there is a negligible level of risk related to landslides, and no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. The flat nature of the topography surrounding the project site would not support the conditions for the surrounding slope to fail, such as during a seismic event or saturated surface runoff conditions. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding landslides.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not cause substantial soil erosion or loss of topsoil because the project would abide by Caltrans

Statewide Storm Water Permit requirements, which include features and measures to be included in the project design and during construction to prevent soil erosion or topsoil loss. The project would include appropriate BMPs to prevent soil erosion or loss of topsoil. Therefore, no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, construction activities could result in adverse effects of soil erosion and loss of topsoil. As stated in Section 1.3.2, the project would implement several BMPs to avoid and minimize the loss of topsoil and soil erosion.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding soil erosion or loss of topsoil.

- c) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not be on an unstable geologic unit or soil that is unstable or that would become unstable as a result of the project and that, with the implementation of Caltrans engineering standards, would ensure stability and not cause instability, landslides, lateral spreading, subsidence, liquefaction, or collapse. No impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 and would not be on unstable geological unit or soil that is unstable. Consistent with the 2023 EIR and as stated in Section 1.3.1, Project Features, the project would implement engineering standards, including Fresno Standard Plan P-54, that would ensure stability, and no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

- d) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not be located on expansive soil as defined in the Uniform Building Code (1994), and no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 and, thus, would not be on expansive soils. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding expansive soils.

- e) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not require the installation of septic tanks or wastewater disposal systems for the disposal of wastewater, and no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. The project would realign the existing Parkway Drive and would not require the installation of septic tanks or wastewater disposal systems for the disposal of wastewater. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

- f) The 2023 EIR determined that paleontological resources could potentially lie in sediments beneath the South Fresno State Route 99 Corridor Project area. The 2023 EIR concluded that construction activities could impact sensitive paleontological resources where ground disturbance activities such as trenching and grading exceed 3 feet in depth. Measures were required to be implemented to protect resources during construction, which would reduce impacts to less than significant.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, construction activities that would result in excavations of greater than 3 feet could impact sensitive paleontological resources. As stated in Section 1.3.2, the project would include the following measures to reduce impacts to less than significant:

- The Paleontological Mitigation Plan shall be prepared by a paleontological subconsultant.
- All project personnel shall receive training by a qualified paleontologist before the start of work.
- Recovered fossils shall be prepared to the point of identification and placed in an approved paleontological repository.
- All open excavations more than 5 feet deep in native sediments of the Modesto Formation shall be monitored full time by a qualified paleontologist.
- All construction/project personnel must complete a construction safety orientation. A procedure for interfacing paleontological and construction personnel shall need to be developed in consultation with the resident engineer.

- A pre-construction paleontological sensitivity training for earthmoving personnel shall be conducted, and documentation of training (sign-in sheets, hardhat stickers) shall be kept with project records (filed on site and in the Department Task Order Manager's office).
- The professional paleontologist shall designate a paleontological monitor to be present during qualifying earthmoving activities, as previously defined.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding paleontological resources.

In summary, project impacts to geology and soils would be less than significant, and no mitigation would be required.

3.8 Greenhouse Gas Emissions

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SU	No	No	No	None
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	SU	No	No	No	None

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a, b) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would increase carbon dioxide emissions, a GHG, and, therefore, conflict with current Air Quality Plans that require reduction of GHG emissions. The 2023 EIR included design features and measures to reduce GHG emissions, such as Complete Streets elements with landscaping; bicycle and pedestrian facilities to encourage active transportation over use of gasoline powered vehicles; the installation of Intelligent Transportation System elements designed to improve traffic efficiency and reduce congestion on roadways, thereby lowering vehicle emissions; construction of roundabouts; and installation of electric charging station. However, the 2023 EIR concluded that Caltrans currently does not have established regulatory, industry-wide methods to accurately measure whether the project features and measures would reduce emissions enough to mitigate the project impacts, and impacts would remain significant and unavoidable.

The project would realign Parkway Drive, which is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would result in an increase in carbon dioxide emissions and, thus, would conflict with current Air Quality Plans that require the reduction in GHG emissions. Impacts would remain significant and unavoidable.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding GHG emissions.

In summary, project impacts to global climate change or GHG emissions would be significant and unavoidable.

3.9 Hazards and Hazardous Materials

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	NI	No	No	No	None
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	NI	No	No	No	None
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NI	No	No	No	None
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	NI	No	No	No	None
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	NI	No	No	No	None
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	No	No	No	None
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	NI	No	No	No	None

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a, b) The 2023 EIR concluded that construction and operational activities would not create a significant hazard to the public or the environment through the routine transport, use, or

disposal of hazardous materials. Soils within the vicinity of roadways may be contaminated with aerially deposited lead, and agricultural soils may be contaminated with pesticides and other materials. Avoidance and minimization measures were included to address the removal of these materials, including the requirement for a Health and Safety Plan to test soils before construction and appropriately dispose of contaminated materials.

The project would realign Parkway Drive, which is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Construction equipment that would be used to build the proposed project has the potential to release oils, greases, solvents, and other finishing materials through accidental spills. Spill or upset of these materials could have the potential to impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. In addition, consistent with the 2023 EIR, soils within the vicinity of roadways may be contaminated with aerially deposited lead, and agricultural soils may be contaminated with pesticides and other materials. As stated in Section 1.3.2, the project would include the following measures to reduce impacts to less than significant:

- Residual organochlorine pesticides (and associated elevated arsenic concentrations) may be present in shallow soil within the project study area due to historical non-regulated agricultural operations. The pesticide and arsenic levels on properties that were for agricultural use are not anticipated to exceed regulatory health-based screening thresholds for commercial/industrial land use but shall be tested.
- Appropriate standard specifications and plans addressing all hazardous waste concerns shall be included into the construction package to ensure all regulatory requirements are met for proper handling and disposal of materials/wastes.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials and foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c) The 2023 EIR concluded that construction and operation of the project would not emit hazardous materials and that no schools are within 0.25 mile of the project. No impact would occur.

The project would realign Parkway Drive, which is south of the North Avenue interchange with State Route 99 within the larger South Fresno State Route 99 Corridor Project area as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would not emit hazardous materials and is not within 0.25 mile of a school. No impacts would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding hazardous emissions hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

- d) The 2023 EIR concluded that there was no documentation of hazardous materials violations or discharge within 1 mile of the project area, and as a result, the South Fresno State Route 99 Corridor Project would not create a significant hazard to the public or the environment. There would be no impact, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. The 2020 Initial Site Assessment prepared for the South Fresno State Route 99 Corridor Project included the project area within its search radius. Based on the 2020 Initial Site Assessment, former leaking underground storage tank sites with possible soil contamination were identified within 1,000 feet of the project area. However, these cases are closed, and it was determined that they would not result in impacts to the proposed project. Therefore, consistent with the 2023 EIR, there would be no impact, and no mitigation would be required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding hazardous materials sites.

- e) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area is not within an Airport Land Use Plan or where such a plan has not been adopted or within 2 miles of a public airport or public use airport and that project implementation would not result in a safety hazard for construction workers or future residents. The 2023 EIR concluded that no impacts would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. The Fresno Chandler Executive Airport is approximately 4 miles north of the project site. Therefore, consistent with the 2023 EIR, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impacts would occur, and no mitigation would be required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding safety hazards for construction workers or future residents.

- f) The 2023 EIR determined that Emergency Response Plans would not be impacted because the conditions for emergency responders and related response plans would be improved. The 2023 EIR concluded that no impacts would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. The City maintains an Office of Emergency Services function for its jurisdictional responsibility area and coordinates with County Office of Emergency Services regarding disaster preparedness, response, and recovery activities. The project is not expected to impair implementation of or physically interfere with an adopted Emergency Response Plan or Emergency Evacuation Plan. Therefore, consistent with the 2023 EIR, impacts would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding impairing or physically interfering with an adopted Emergency Response Plan or Emergency Evacuation Plan.

- g) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project was in an urban developed area and was not in an area vulnerable to wildland fires. The 2023 EIR concluded that people or structures would not be exposed to a significant loss, injury, or death involving wildland fires, and no impact would occur.

The project site is in an urban setting and would not be subject to wildland fires. In addition, no structures are proposed. Consistent with the 2023 EIR, the project would not expose people or structures to a significant loss, injury, or death involving wildland fires. The impact would be less than significant with no mitigation required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding wildland fires.

In summary, the project would result in no impacts to hazards and hazardous materials, and no mitigation would be required.

3.10 Hydrology and Water Quality

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Violate any water quality standards or waste discharge requirements?	LTS w/ M	No	No	No	None
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	NI	No	No	No	None
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on-site or off-site;	NI	No	No	No	None
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	NI	No	No	No	None
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	NI	No	No	No	None
iv) Impede or redirect flood flows?	NI	No	No	No	None
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	NI	No	No	No	None
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that construction and operation activities could violate water quality standards and waste discharge requirements or degrade surface water or groundwater. However the 2023 EIR concluded that impacts would be reduced with implementation of the Caltrans Statewide Stormwater Program and through compliance with the State Water Resources Control Board Order Number 99-06-DWQ, National Pollutant Discharge Elimination System (NPDES)

Number CAS000003, NPDES Permit, Statewide Storm Water Permit, and Waste Discharge Requirements for Caltrans. Therefore, the 2023 EIR concluded that no impacts would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, temporary increases in erosion of exposed soils during construction of the facility could result in minor on or off-site water quality impacts, particularly if rainfall events occur during the active construction phase. As described in Section 1.3.2, the project includes implementation of erosion and sedimentation BMPs throughout project construction to protect water quality and reduce sedimentation runoff in the project area. The project would be required to prepare a Stormwater Pollution Prevention Plan in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order Number 2012-0006-DWQ). Implementation of the Stormwater Pollution Prevention Plan and associated BMPs would minimize the potential for the project to result in substantial soil erosion or loss of topsoil. Post-construction stormwater flows would be directed toward inlets along Parkway Drive that would flow into FMFCD Basin AW1.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding water quality standards or waste discharge requirements.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not decrease groundwater supply, interfere with groundwater recharge, or substantially impede groundwater management. The project would improve an existing facility and install an upgraded stormwater system, including stormwater basins to capture stormwater.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The proposed project would not use groundwater during construction or operation. However, the current condition of the project site is vacant and undeveloped; therefore, the development of the proposed project would introduce impervious surfaces to the project site. As stated in Section 1.3.1, stormwater flows would be directed toward inlets along Parkway Drive that would flow into the existing FMFCD Basin. The project would not decrease groundwater supply or interfere with groundwater recharge or substantially impede groundwater management. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding groundwater recharge.

- c.i) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not substantially alter existing drainage of the area to result in substantial erosion or siltation on or off site. Stormwater policies and practices would be implemented and managed during construction to ensure that all measures to control erosion and siltation are followed (State Water Resources Control Board Order Number 99-06-DWQ, NPDES Number CAS000003, NPDES Permit, Statewide Stormwater Permit, and Waste Discharge Requirements for Caltrans).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Construction of the proposed project would require grading and excavation of soil, which would loosen sediment and could result in erosion or siltation. However, as stated in Section 1.3.2, the project would include construction BMPs to reduce erosion or siltation. Consistent with the 2023 EIR, adherence to the existing requirements and implementation of the required BMPs would ensure that erosion and siltation associated with construction activities would be minimized. After construction, the project would not alter the natural drainage path or divert any water from the existing natural conditions or drainage boundaries. As stated in Section 1.3.1, stormwater flows would be directed to inlets along Parkway Drive. No impacts would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding substantial erosion or siltation on or off site.

- c.ii) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not increase the rate or amount of surface runoff. The project is not in an area known for flooding. The project would install a stormwater system to capture all runoff from the state facility. Stormwater policies and practices would be managed during construction to ensure that all measures to control surface runoff are followed (State Water Resources Control Board Order Number 99-06-DWQ, NPDES Number CAS000003, NPDES Permit, Statewide Stormwater Permit, and Waste Discharge Requirements for Caltrans).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not alter the natural drainage path or divert any water from the existing natural conditions or drainage boundaries. As described in Section 1.3.1, stormwater flows would be directed to inlets along Parkway Drive to capture all runoff from the roadway. No impacts would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding the rate or amount of surface runoff in a manner that would result in flooding on or off site.

c.iii) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not create or contribute runoff water that would exceed the capacity of the drainage systems or add substantial additional sources of polluted runoff because a stormwater system is proposed to address this concern to capture all runoff from the state facility, which would include treatment of the runoff water. Stormwater policies and practices would be managed during construction to ensure that all measures to control surface runoff are followed (State Water Resources Control Board Order Number 99-06-DWQ, NPDES Number CAS000003, NPDES Permit, Statewide Stormwater Permit, and Waste Discharge Requirements for Caltrans).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, development of the proposed project would result in the addition of impervious surfaces that would result in an increase in stormwater runoff. As described in Section 1.3.1, stormwater flows would be directed to inlets along Parkway Drive to capture all runoff from the roadway. Therefore, the project would not create or contribute runoff water that would exceed the capacity of the drainage systems or add substantial additional sources of polluted runoff.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding the capacity of the drainage systems or add substantial additional sources of polluted runoff.

c.iv) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not impact a floodplain. A Location Hydraulic Study and Floodplain Evaluation Report was completed in November 2018 for the project. Flood Insurance Rate Maps dated February 18, 2009, indicate that the project area lies in “Zone X,” defined as outside the 0.2 percent annual chance floodplain. The project would comply with Executive Order 11988 (Floodplain Management) as outlined in Code of Federal Regulations, Title 23, Section 650, Subpart A, which directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project is not in a floodplain. Further, as described in Section 1.3.1, all stormwater runoff would be directed to inlets along Parkway Drive. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding flood flows.

d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project was not in an area where flood hazard, tsunami, seiche, or inundation is likely to occur (Location Hydraulic Study and Floodplain Evaluation Report).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes), and no oceans, rivers, reservoirs, ponds, or lakes are on the site or within its vicinity.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding release of pollutants due to project inundation.

- e) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project does not conflict with or obstruct any known Water Quality Control Plan or Sustainable Groundwater Management Plan. No concerns regarding flooding or conflicting or obstructing Water Quality Control Plans or Sustainable Groundwater Management Plans have been identified (Location Hydraulic Study and Floodplain Evaluation Report).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, the project would not conflict with or obstruct any known Water Quality Control Plan or Sustainable Groundwater Management Plan.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding any known Water Quality Control Plan or Sustainable Groundwater Management Plan.

In summary, the project would result in no impacts to hydrology and water quality, and no mitigation would be required.

3.11 Land Use and Planning

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Physically divide an established community?	NI	No	No	No	None
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would upgrade two existing interchanges that would serve all users, and would not physically divide an existing community. No impact would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not physically divide an existing community because Parkway Drive roadway exists and would be realigned in generally the same location. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding physically dividing a community.

- b) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project aligns with City and County land use plans, policies, and regulations, as well as applicable state and federal plans, policies, and regulations regarding land use planning. The 2023 EIR concluded that implementation would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur, and no mitigation would be required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding conflicting with any land use plan, policy, or regulation.

In summary, the project would result in no impacts to land use and planning, and no mitigation would be required.

3.12 Mineral Resources

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NI	No	No	No	None
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

a, b) The 2023 EIR determined that there are no known mineral resources of value and/or recovery sites for important mineral resources on a local General Plan, Specific Plan, or other land use plan that includes the South Fresno State Route 99 Corridor Project area. The 2023 EIR concluded that there would be no impact to mineral resources or result in the loss of a locally important mineral resource recovery site, and no mitigation would be required.

Consistent with the 2023 EIR, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of a locally important mineral resource recovery site. There would be no impact to mineral resources.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding mineral resources.

In summary, the project would result in no impacts to mineral resources, and no mitigation would be required.

3.13 Noise

Would the project result in:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	NI	No	No	No	None
b. Generation of excessive groundborne vibration or groundborne noise levels?	NI	No	No	No	None
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR determined that there would be no substantial permanent increases in noise or vibration, and temporary noise would be managed by applying measures to avoid and minimize construction noise according to local Noise Ordinances. Therefore, the 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels within the vicinity of the project in excess of standards established in the local General Plan or Noise Ordinance or applicable standards of other agencies.

The project involves the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99 as analyzed in the 2023 EIR. Consistent with the 2023 EIR, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Short-term noise would be generated by construction activities, which are estimated to take approximately 24 months. As described in Section 1.3.2, construction is anticipated to occur between the hours identified in the City’s Noise Ordinance, Monday through Friday between 7:00 a.m. and 7:00 p.m., as permitted by the City’s Municipal Code, Section 10-109, and not during evening or more noise-sensitive time periods. Ambient

noise from construction activities would cease upon completion of project construction. Therefore, short-term construction impacts associated with the exposure of persons to or the generation of short-term noise levels in excess of standards established in the local General Plan or Noise Ordinance or applicable standards of other agencies would be less than significant. In addition, as described in Section 1.3.2, the project would implement the following noise control measures to minimize noise disturbances during construction:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.
- Construction methods or equipment that would provide the lowest level of noise impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.
- Idling equipment shall be turned off.
- Truck loading, unloading, and hauling operations shall be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.

After construction, no residential units with outdoor locations for frequent human use would be adjacent to the project site; therefore, consistent with the 2023 EIR, traffic noise impacts associated with implementing the proposed project would not occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding increases in ambient noise levels.

- b) The 2023 EIR concluded that construction would not generate excessive groundborne vibration or noise, and there would be no excessive temporary increase with application of measures during construction.

The project involves the realignment of Parkway Drive and would use typical construction equipment associated with roadway paving, as described in Section 1.3.2. Consistent with the 2023 EIR, the project would not generate excessive groundborne vibration or noise.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding excessive groundborne vibration or noise.

- c) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project area is not located within an Airport Land Use Plan or where such a plan has not been adopted or within

2 miles of a public airport or public use airport and that project implementation would not result in excessive noise levels. The 2023 EIR concluded that no impacts would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The Fresno Chandler Executive Airport is approximately 4 miles north of the project site. Therefore, consistent with the 2023 EIR, the project would not result in excessive noise for people residing or working in the project area. No impacts would occur, and no mitigation would be required.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding airport noise.

In summary, the project would result in no impacts to noise, and no mitigation would be required.

3.14 Population and Housing

Would the project result in:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	NI	No	No	No	None
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would reconstruct existing infrastructure and would not extend a road or other infrastructure that would induce unplanned growth in the area. The 2023 EIR concluded that induced unplanned growth would not occur in the area.

The purpose of the project is to realign the existing Parkway Drive to accommodate the interchange improvements at North Avenue and State Route 99. The project would modify existing infrastructure and would not remove a current obstacle to growth with the road realignment. Consistent with the 2023 EIR, project would not induce unplanned growth indirectly, and no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding substantial unplanned population growth.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not displace or replace substantial numbers of people or housing, and no impacts would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project site is vacant and would not result in the displacement of numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding the displacement of a substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

In summary, the project would result in no impacts to population and housing, and no mitigation would be required.

3.15 Public Services

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i) Fire protection?	NI	No	No	No	None
ii) Police protection?	NI	No	No	No	None
iii) Schools?	NI	No	No	No	None
iv) Parks?	NI	No	No	No	None
v) Other public facilities?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

a.i, ii) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would improve conditions for fire and police protection and improve response times and concluded that no impact would occur.

The purpose of the project is to realign the existing Parkway Drive to accommodate the interchange improvements at North Avenue and State Route 99. Consistent with the 2023 EIR, the project would not generate a need for increased police or fire service or result in substantial adverse physical impacts associated with the provision of new or physically altered fire and police protection facilities.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding fire and police protection facilities.

a.iii) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would improve access to local schools and concluded that no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is a road improvement project, and no increased

demand for schools would occur as a result of the project. Therefore, consistent with the 2023 EIR, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding school facilities.

- a.iv) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would improve access to parks and concluded that no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is a road improvement project and would not result in an increase in population that would result in a demand for parks. Therefore, consistent with the 2023 EIR, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding parks.

- a.v) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not result in an increase in residents that would require other public services, such as libraries or post offices. Thus, the project would not result in the need for new or altered facilities to provide other public services, and no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is a road improvement project and would not result in an increase in residents that would require other public services, such as libraries or post offices. Therefore, consistent with the 2023 EIR, the project would not result in substantial adverse physical impacts associated with the provision of new other public facilities.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding other public facilities.

In summary, the project would result in no impacts to public services, and no mitigation would be required.

3.16 Recreation

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NI	No	No	No	None
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not cause an increase in the use of existing neighborhood or regional parks or other recreational facilities so that physical deterioration of the facilities would occur or be accelerated. The 2023 EIR concluded that no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is a road improvement project and would not result in an increase in population that would result in increased use of or need to expand existing recreational facilities. Therefore, consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding recreation.

- b) The 2023 EIR determined that the South Fresno State Route 99 Corridor Project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse effect on the environment. The 2023 EIR concluded that no impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is a road improvement project and does not include recreational facilities or require the construction or expansion of recreational facilities. Consistent with the 2023 EIR, no impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding recreation.

In summary, the project would result in no impacts to recreation, and no mitigation would be required.

3.17 Transportation

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	NI	No	No	No	None
b. Conflict with or be inconsistent with the California Environmental Quality Act Guidelines Section 15064.3, subdivision (b)?	NI	No	No	No	None
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NI	No	No	No	None
d. Result in inadequate emergency access?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project aligns with all transportation programs, ordinances, and policies addressing traffic circulation in the project area and, where relevant, has considered improvements for transit, roadway, bicycle, and pedestrian facilities. The 2023 EIR concluded that no impact would occur, and no mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not conflict with transportation programs, ordinance, and policies addressing traffic circulation. No impact would occur. Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding a program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would be in compliance with the criteria set forth in the Caltrans Policy Memorandum (September 10, 2020) regarding analysis of transportation impacts under CEQA for projects on the State Highway System and that the project type is “unaffected by the use of vehicle miles traveled as a measure of transportation impacts” because the impacts are assumed “not to lead to a

measurable and substantial increase in vehicle travel.” The 2023 EIR concluded that no impacts would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project is considered a project type that is “unaffected by the use of vehicle miles traveled as a measure of transportation impacts” because the impacts are assumed “not to lead to a measurable and substantial increase in vehicle travel.” No impact would occur. Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding vehicle miles traveled.

- c) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project is categorically compatible with existing uses and meets all safety standards, policies, and guidelines for transportation facilities.

Like the existing roadway, the realigned Parkway Drive would be relatively flat and straight, and the project would not introduce design features or incompatible uses that would increase or create traffic hazards.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding increase in hazards.

- d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would improve access for emergency service providers.

Construction may require temporary lane or roadway closures. As stated in Section 1.3.2, the project would be required to implement a Construction Traffic Management Plan, which would ensure access by emergency service providers during construction.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding conflict with adopted policies, plans, or programs regarding emergency access.

In summary, to the project would result in no impacts to transportation and circulation, and no mitigation would be required.

3.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	NI	No	No	No	None
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that there are no resources that are listed or eligible for the California Register of Historical Resources or resources in a local register of historical resources as defined in California Public Resources Code, Section 5020.1(k).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not result in impacts to resources that are listed or eligible for the California Register of Historical Resources. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding Tribal Cultural Resources.

- b) The 2023 EIR concluded that no resources were identified as significant pursuant to criteria set forth in California Public Resources Code, Section 5024.1(c).

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not result in impacts to resources that were identified as significant pursuant to criteria set forth in California Public Resources Code, Section 5024.1(c). No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding Tribal Cultural Resources.

In summary, project would result in no impacts to Tribal Cultural Resources, and no mitigation would be required.

3.19 Utilities and Service Systems

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS	No	No	No	None
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	NI	No	No	No	None
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NI	No	No	No	None
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	NI	No	No	No	None
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) The 2023 EIR concluded that construction and/or relocation of water and stormwater drainage, electric power, natural gas, and telecommunications facilities would be included in the South Fresno State Route 99 Corridor Project but would not cause significant environmental effects. These utilities are on public land, mostly within state, City, and County transportation rights-of-way where negative impacts are not anticipated. The main impact identified would be temporary and intermittent interruption of services while utilities are being relocated and upgraded. No mitigation would be required.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The realignment would require the relocation of a City water main. Consistent with the 2023 EIR, the relocation is part of the overall project and would not result in significant environmental impacts not already disclosed in this Addendum. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding new water facilities and sufficient water supplies.

- b) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not require the use of water for operational activities. During construction, water is available from outside sources, by contractors, to meet all requirements during construction, including conservation requirements. No impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the operation of the project would not require the use of water. During construction, water would be available from outside sources to meet all requirements during construction. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding sufficient water supply.

- c) The 2023 EIR concluded that no wastewater treatment providers would be needed for the South Fresno State Route 99 Corridor Project. No impact would occur.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99, and would not include any uses that would generate wastewater. Therefore, consistent with the 2023 EIR, the project would not generate wastewater that could affect the capacity of wastewater treatment. No impact would occur.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding adequate wastewater treatment capacity.

- d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not generate solid waste in excess of state or local standards or in excess of capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would not generate

solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. Further, the project would not impair the attainment of solid waste reduction goals and would not be inconsistent with federal, state, or local management and/or reduction statutes and regulations related to solid waste. Impacts would be less than significant with no mitigation required. The project would be required to comply with the City's Construction & Demolition Debris Recycling Program, which requires the diversion of at least 65 percent of waste generated during construction. Operational activities would not generate solid waste.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding solid waste generation.

- e) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. Consistent with the 2023 EIR, the project would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. The project would be required to comply with the City's Construction & Demolition Debris Recycling Program, which requires the diversion of at least 65 percent of waste generated during construction. Operational activities would not generate solid waste.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding statutes and regulations related to solid waste.

In summary, the project would result in no impacts to public utilities, and no mitigation would be required.

3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	NI	No	No	No	None
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	NI	No	No	No	None
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	NI	No	No	No	None
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	NI	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

a, b, c, d) The 2023 EIR concluded that the South Fresno State Route 99 Corridor Project area would not be within or near a designated High Fire Hazard Severity Zone or in an area identified as vulnerable to wildfires, would not impair an adopted Emergency Response Plan or exacerbate wildfire risks, and would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing fire risk to the environment. In addition, the 2023 EIR concluded that the South Fresno State Route 99 Corridor Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

The project includes the realignment of Parkway Drive, which is adjacent to the North Avenue interchange with State Route 99. The project is not in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones. Therefore, consistent with the 2023 EIR, the project would not impair an adopted Emergency Response Plan or exacerbate wildfire

risks, would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing fire risk to the environment, and would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Therefore, the project would not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects regarding wildfires.

In summary, project would result in no impacts to wildfires, and no mitigation would be required.

3.21 Mandatory Findings of Significance

Would the project:	2023 EIR Impact Conclusion	Does the Proposed Change Involve New Impacts?	New Circumstances Involving New Impacts?	New Info Requiring New Analysis or Verification?	Applicable 2023 EIR Mitigation Measures
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS	No	No	No	None
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	LTS	No	No	No	None
c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	SU	No	No	No	None

NI = No Impact; LTS = Less than Significant (without Mitigation); LTS w/ M = Less than Significant with Mitigation; SU = Significant and Unavoidable; MM = mitigation measure. The MM number in this checklist corresponds with the MM number in the 2023 EIR and is presented in its entirety in this Addendum.

- a) Similar to the 2023 EIR, the project would not substantially degrade the quality of the environment. The project would not reduce the habitat of fish or wildlife, cause fish or wildlife population to drop, threaten to eliminate plant or animal communities, reduce the number or restrict the range of rare or endangered plant or animal species, or eliminate important examples of California history or prehistory. There is a potential that migratory birds, such as the red-tailed hawk and Swainson’s hawk, could migrate into the area. With implementation of the following avoidance and minimization measures, direct and indirect impacts to migratory birds and Swainson’s hawk would not occur.

- b) The 2023 EIR did not identified significant and cumulative impacts. The proposed project would not result in new or more severe impacts, no new significant cumulative impacts would occur, no conditions have changed, and no new information has become available since certification of the 2023 EIR that would alter the previous analysis.
- c) Effects of the project would not result in substantial adverse effects on human beings beyond those identified in the 2023 EIR. No conditions have changed, and no new information has become available since certification of the 2023 EIR that would alter this analysis. All impacts with the potential to affect human beings were determined to be significant and unavoidable similar to the 2023 EIR.

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Section 4 **References and List of Preparers**

4.1 References

Caltrans (California Department of Transportation). 2023. 2023 South Fresno State Route 99 Corridor Project Final Environmental Impact Report/Environmental Assessment. SCH No. 2019039121.

Swainson's Hawk Technical Advisory Commission. 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley.

4.2 List of Preparers

City of Fresno

Andrew Benelli, PE, Assistant Public Works Director

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David Mack, Project Manager

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Lindsey Messner, Technical Editor

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CITY OF FRESNO FINDINGS

FOR

THE PARKWAY DRIVE REALIGNMENT PROJECT

The following information is presented to comply with the California Environmental Quality Act (Pub. Res. Code §21000 et seq., “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, §15000 et seq.) by the City of Fresno (City), as a responsible agency for the Parkway Drive Realignment Project (project). These Findings of Fact pertain to the South Fresno State Route 99 Corridor Project Final Environmental Impact Report/Environmental Assessment (2023 EIR), prepared by the California Department of Transportation (Caltrans). The City, as a responsible agency, finds that the 2023 EIR prepared by Caltrans as lead agency, is adequate for use by the City.

The following significant effects have been identified in the 2023 EIR as a result of the project. Effects found not to be significant have not been included.

Climate Change

Adverse Environmental Effects:

The project would result in an increase in greenhouse gas emissions when completed and during construction. The project would increase greenhouse gas emissions due to projected increases in population along with the implementation of planned development in the area. Construction greenhouse gas emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and implementation of better traffic management during construction phases.

Findings:

Changes or alterations have been required, or incorporated, into the project, which avoid or substantially lessen the significant environmental effect as identified in the 2023 EIR.

Statement of Facts:

The City is firmly committed to implementing measures to help reduce greenhouse gas emissions. All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board emissions reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The following measures will also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

- The project would include the installation of a sidewalk and vegetative barrier on the east side of South Cherry Avenue, from Central Avenue to Orange Center Elementary School.
- One Level 2, electric vehicle charging station would be installed within Fresno County.
- The project will include the following Complete Street features: sidewalks, crosswalks, signalization, and wider shoulders. These features will safely accommodate bicycles, support use of non-motorized modes of travel, and fill gaps in the local Active Transportation Network described in the City of Fresno 2014 Active Transportation Plan.
- Any landscaping removed by the project will be replaced following construction of the project.
- Replace and install new Intelligent Transportation System (ITS) elements, as follows: update existing traffic signals and install traffic monitoring stations, ramp meters, and closed-circuit televisions. Information from these systems feed back into Caltrans' QuickMap mobile web-based travel alert system.
- Idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment during construction.
- The contractor will be responsible for submitting a Solid Waste Disposal and Recycling Report per Caltrans Standard Specification 14-10.02 so the recycling efforts can be monitored.
- Non-potable water will be used during construction.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.
- Alternative bridge construction (ABC) will be used where possible to reduce construction windows.
- High efficiency light-emitting diode (LED) lights will be used where lighting is required.
- A construction traffic management plan will be implemented. Construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- U.S. Environmental Protection Agency Tier 4 rated construction equipment will be used as the project is within an AB-617 community.

Even with all these minimization and mitigation measures, the impact of greenhouse gases would be significant and unavoidable because the project would not contribute to statewide greenhouse gas reduction goals.

CITY OF FRESNO STATEMENT OF OVERRIDING CONSIDERATIONS

FOR

THE PARKWAY DRIVE REALIGNMENT PROJECT

The following information is presented to comply with the California Environmental Quality Act (CEQA) Guidelines (Cal. Code Regs. title 14, §15093). Reference is made to the South Fresno State Route 99 Corridor Project Final Environmental Impact Report/Environmental Assessment (2023 EIR), prepared by the California Department of Transportation (Caltrans), which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- Climate Change

Overriding considerations that support approval of this recommended project are as follows:

The South Fresno State Route 99 Corridor Project would provide a long-term solution to the highly deteriorated pavement and degraded traffic conditions on the existing half interchanges on State Route 99 at American Avenue and North Avenue. In addition, the South Fresno State Route 99 Corridor Project would reconfigure adjacent local roads and intersections, including Parkway Drive, thereby improving the traffic operations at those locations. Parkway Drive would be realigned to accommodate the interchange improvements at North Avenue and State Route 99 and would comply with the City of Fresno's General Plan Objective MT-1 to create and maintain a transportation system that is safe and efficient. In addition, in accordance with General Plan Policy MT-1-a, the realigned roadway would be constructed as a collector street and in the location consistent with the General Plan and the City of Fresno Official General Plan Land Use Map and Circulation Map.

American Avenue

American Avenue is an east-west two-lane local road with a posted speed limit of 55 miles per hour. The existing interchange configuration at American Avenue is a half-diamond interchange with one on-ramp and one off-ramp. A southbound off-ramp on the west side of State Route 99 enables traffic to exit the highway onto American Avenue, and a northbound on-ramp on the east side of State Route 99 enables traffic to head north on State Route 99 from American Avenue. Having only two ramps prevents northbound State Route 99 traffic from exiting the highway at American Avenue, and there is no southbound on-ramp to State Route 99 for traffic leaving American Avenue to head south. A full interchange would provide all four options to enter and exit the highway in one location.

Half interchanges are no longer supported in the Caltrans design standards. Half interchanges force vehicles to use local roads to find access to the highway or local destinations. For example, when delivery trucks travel north on State Route 99 to deliver supplies to the Fresno County Juvenile Justice Campus located next to the American Avenue interchange, currently, those delivery trucks are unable to exit the highway at American Avenue because the interchange there has no northbound off-ramp. Instead, northbound traffic must exit the highway about 1 mile south at Clovis Avenue or north at

Chestnut Avenue. Once off the highway, vehicles must travel on local roads to get to the campus. Along the way, vehicles must stop at numerous local intersections and at times wait at railroad crossings for trains to pass before reaching the desired destination.

The current American Avenue overcrossing is a two-lane bridge structure. The southbound off-ramp, where it joins American Avenue, is currently controlled with a stop sign. A short section of sidewalk extends along the north side of the American Avenue overcrossing to the end of the bridge deck at each end. There is no lighting, and the existing stormwater system is outdated. The pavement is also old (constructed in 1965) and severely cracked and worn.

North Avenue

North Avenue is an east–west two-lane local road with a posted speed limit of 45 miles per hour. The interchange at North Avenue is a half-diamond configuration with two split ramps: two ramps at North Avenue and two opposing ramps at Cedar Avenue. Currently, at North Avenue, there is a southbound off-ramp to exit State Route 99 onto North Avenue and a northbound on-ramp for traffic heading north on State Route 99. Cedar Avenue has the opposing ramps with a southbound on-ramp and a northbound off-ramp.

Split ramps mean that the ramps of a typical full interchange are split between two interchange locations. In this case, they are split 0.33 mile apart. Split access can cause additional out-of-direct travel, which is compounded by the diagonal orientation of State Route 99 crossing the north–south grid of local streets. Finding a path to destinations can be circuitous and disorienting unless drivers know the area well. Drivers then have a difficult time finding a path back to the correct ramps onto the highway, with stop-and-go travel as vehicles stop at numerous local intersections and/or wait at railroad crossings for trains to pass by.

The current North Avenue overcrossing is narrow with a two-lane bridge. The ramps are one lane only. Traffic is controlled with stop signs where the ramps meet North Avenue. Parkway Avenue extends between North and Cedar Avenues on the west side of State Route 99, serving as a frontage road to businesses, as well as access to the southbound on-ramp to State Route 99 from Cedar Avenue. On the eastern side of State Route 99, North and Cedar Avenues meet east of the overcrossing to form an intersection that is controlled by four-way signalization.

A short section of sidewalk extends along the north side of the North Avenue overcrossing and ends at each end of the bridge deck. There is no overhead lighting. There are traffic signals at the intersections of North and Orange Avenues as well as North and Cedar Avenues. There is an outdated stormwater system at the interchange. The pavement is old and severely cracked and worn.

Bicycle and Pedestrian Facilities

Caltrans projects intersecting local city and county road systems must consider including features that align with the local planning goals for bicycles and pedestrians, including the City of Fresno’s General Plan Policy MT-1-g that encourages transportation facilities that facilitate the balanced use of all viable travel modes including bicyclists and pedestrians.

The current dimensions of the overcrossings are narrow with no additional area for bicyclists and very little space for pedestrians and do not comply with current Caltrans standards. Improved bicycle and pedestrian access is a high priority for the City of Fresno and Fresno County and has been identified as a deficiency in the project area.

Improved Traffic Circulation

The project maintains existing facilities. In accordance with General Plan Policy MT-1-b, the realignment of Parkway Drive would complement and enhance the existing network in the area of State Route 99 and North Avenue. With improvements to local roads and construction of complete interchanges, the project would contribute to smoother, more efficient traffic circulation, reduce stop-and-go traffic, and lower vehicle emissions by using roundabouts and providing more efficient direct access to and from the highway.

To the extent the significant effects of the project are not avoided or substantially lessened to a level of insignificance, the City of Fresno, having reviewed and considered the information contained in the 2023 EIR and the public record and having balanced the benefits of the project against the unavoidable effects which remain, finds such unmitigated effects to be acceptable in consideration of the overriding considerations discussed herein.