



STATE OF CALIFORNIA

**SAN JOAQUIN RIVER
CONSERVANCY**

SAN JOAQUIN RIVER CONSERVANCY

**LEWIS S. EATON TRAIL SIDEWALK
EXTENSION PROJECT
ADDENDUM #2 TO THE RIVER WEST
FRESNO, EATON TRAIL EXTENSION
PROJECT ENVIRONMENTAL IMPACT
REPORT (STATE CLEARINGHOUSE
NO. 2014061017)**

**FRESNO, CA
SEPTEMBER 2025**

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APPENDICES

Appendix A: 2017 EIR
 PROVOST&PRITCHARD
 667595v1

Appendix B: Addendum #1

ACRONYMS AND ABBREVIATIONS

CEQA	-----	California Environmental Quality Act
City	-----	City of Fresno
EIR	-----	Environmental Impact Report
FMMP	-----	Farmland Mapping and Monitoring Program
Project	-----	Lewis S. Eaton Trail Sidewalk Extension Project
SJRC	-----	San Joaquin River Conservancy
SR	-----	State Route

1 INTRODUCTION

Provost & Pritchard Consulting Group (P&P) has prepared this addendum (Addendum #2) for the San Joaquin River Conservancy (SJRC or Conservancy) and the City of Fresno (City). This subsequent CEQA analysis has been prepared as an addendum to a certified Environmental Impact Report (EIR) (State Clearinghouse No. 2014061017) for the San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project. The EIR (2017 EIR) was certified by the SJRC Board in 2017. In 2020, Addendum #1 to the 2017 EIR was prepared. The San Joaquin River Conservancy is the CEQA Lead Agency for this Addendum #2.

The Conservancy and the City have reviewed the proposed Project and on the basis of the whole record, have determined that there is substantial evidence to support the determination that the 2017 EIR ([Appendix A](#)) remains relevant in considering the environmental impacts of the project changes and that there is no substantial evidence to support a fair argument that the changes to the project, as identified in the attached addendum, would have a significant impact on the environment beyond that which was evaluated in the 2017 EIR. A subsequent EIR or Mitigated Negative Declaration is not required pursuant to the California Environmental Quality Act (California Public Resources Code Section 21000, et. seq.). As identified in the preceding paragraph, Addendum #1 to the 2017 EIR was prepared to account for minor changes. These changes did not necessitate the preparation of a subsequent or supplemental EIR (see [Appendix B](#)).

This Addendum #2 to the original 2017 EIR has been prepared pursuant to Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines.

A copy of this document and all supportive documentation may be reviewed or obtained at the San Joaquin River Conservancy office and the City of Fresno Department of Public Works office, Monday through Friday 8:00 am to 5:00 pm. The San Joaquin River Conservancy office is located at 5469 E. Olive Avenue, Fresno, CA 93727. The City of Fresno Department of Public Works office is located at 2600 Fresno Street, Room 4016, Fresno, CA 93721.

2 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

2.1.1 PROJECT TITLE

Lewis S. Eaton Trail Sidewalk Extension Project

2.1.2 LEAD AGENCY NAME AND ADDRESS

San Joaquin River Conservancy
 PO Box 28338
 Fresno, CA 93729

2.1.3 RESPONSIBLE AGENCY NAME AND ADDRESS

City of Fresno
 2600 Fresno Street
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2.1.4 CONTACT PERSON AND PHONE NUMBER

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2.1.5 PROJECT LOCATION

The Project is located in Fresno, California, approximately 150 miles southeast of Sacramento and 108 miles northwest of Bakersfield. The Project site is located at the State Route 41 undercrossing at the end of Perrin Avenue. The centroid of the Project site is 36° 52' 16.77" N, 119° 47' 32.18" W.

2.1.6 GENERAL PLAN DESIGNATION AND ZONING

Table 2-1: Project Boundary General Plan Designation and Zoning

Project Area	General Plan Designation	Zoning District
ONSITE	Multi-Use	Parks and Recreation, Bluff Protection, Mining, Urban Growth Management, Right of Way
ADJACENT LANDS	Open Space Multi-Use	Parks and Recreation, Bluff Protection, Residential Single-Unit, Medium Density, Mobile Home Park, Mining, Urban Growth Management

2.1.7 DESCRIPTION OF PROJECT

2.1.7.1 PROJECT BACKGROUND AND PURPOSE

In 2017, the SJRC certified the 2017 EIR. The 2017 EIR proposed to expand the Eaton Trail by constructing a multipurpose trail and providing ancillary recreation support features. The trail extended approximately 2.4 miles, from Perrin Avenue near State Route (SR) 41 on the east to Spano Park on the west. The project provided for low-impact recreational activities, such as hiking, bicycling, equestrian use, fishing, and nature observation consistent with the San Joaquin River Parkway Master Plan.

In 2020, an Addendum was prepared for the 2017 EIR (Addendum #1). Addendum #1 included the following modifications to the 2017 EIR:

- “The proposed parking lot will be constructed near the access point at West Riverview Drive instead of the area East of the E Pond and South of the H Pond;
- The proposed parking lot will provide parking for 15 vehicles, including 2 American with Disabilities Act (ADA) placard parking spaces;
- The City of Fresno will provide street markings for the parking of 15 vehicles on West Riverview Drive and West Bluff Avenue; and
- Bus access, turn-around, and parking facilities will be constructed by improving the existing gravel road th[at] leads from West Riverview Drive, travels Southwest along the Fresno Metropolitan Flood Control District (FMFCD) stormwater basin, then turn West and travel West between the E Pond and H Pond to an area between the E Pond and O Pond.”

2.1.7.2 PROJECT DESCRIPTION

The 2017 EIR for the San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project has the study area ending at the fence on the west side of the existing SR 41 undercrossing.

The proposed Project includes adding sidewalk between the existing curb and the concrete embankment on the south side of the undercrossing of Perrin Ave and adding an accessible curb ramp at the east side to provide a pedestrian connection to the current terminus of the existing Lewis S. Eaton Trail on the east side of SR 41 (see [Figure 2-1](#), [Figure 2-2](#), and [Figure 2-3](#)). Because the proposed Project is meant to extend the existing trail which currently ends on the east side of SR 41, a CEQA Addendum to the 2017 EIR is required as this scope of work is outside the 2017 EIR study area & not included in the original project description.

CEQA Guidelines Section 15164 allows for the Lead Agency to adopt an Addendum to an existing approved CEQA document when some changes or additions to the existing approved CEQA document are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. The proposed project changes are for an additional section of sidewalk, accessible curb and gutter of approximately 320 feet in length that go under SR 41 to connect the trail on both sides of the freeway. It has been determined that these changes to the original project are minor in nature, and do not require preparation of a subsequent EIR. Therefore, this Addendum has been prepared in compliance with CEQA Guidelines Sections 15162 and 15164.



Figure 2-1: Project Boundary Map

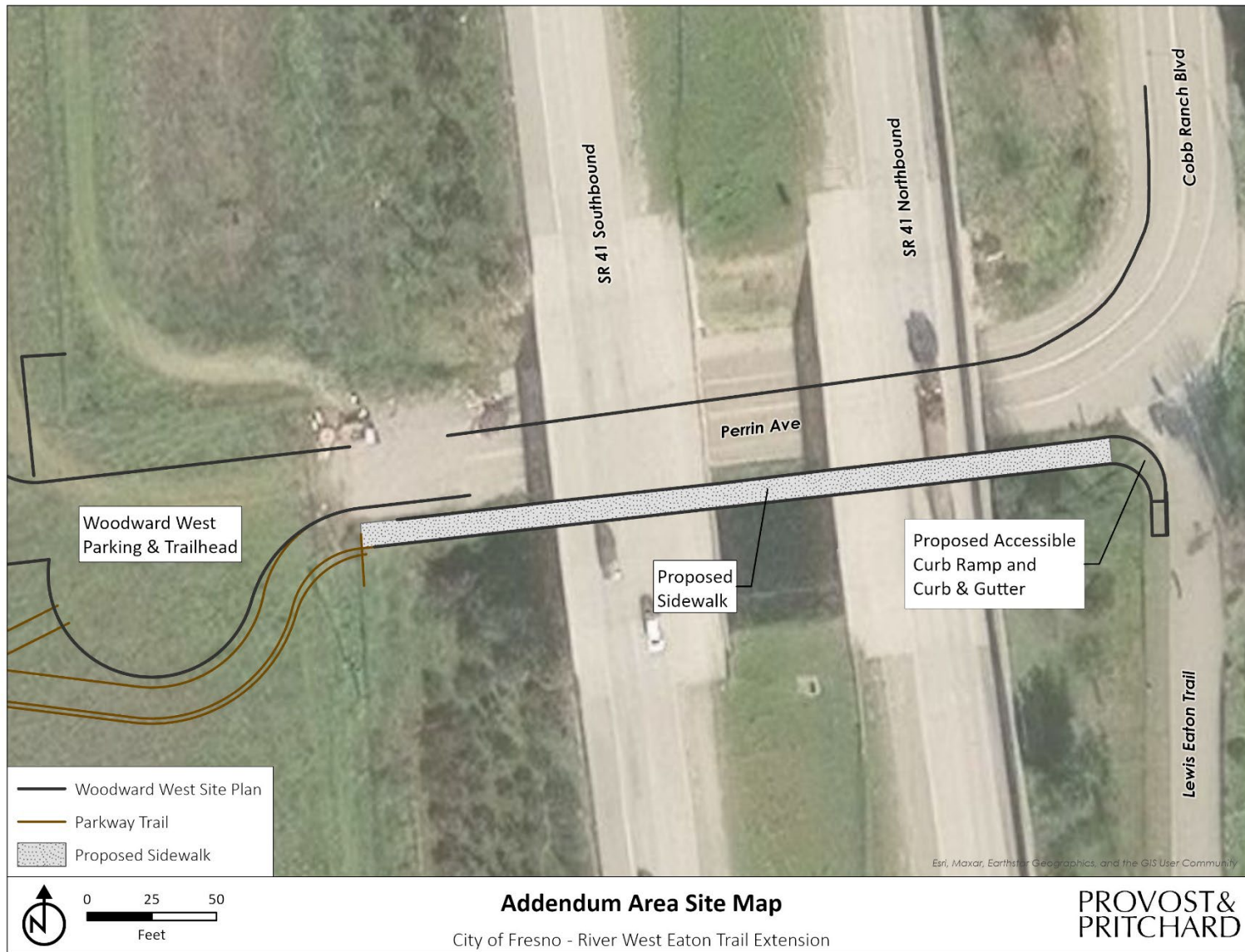


Figure 2-2: Addendum Area Site Map

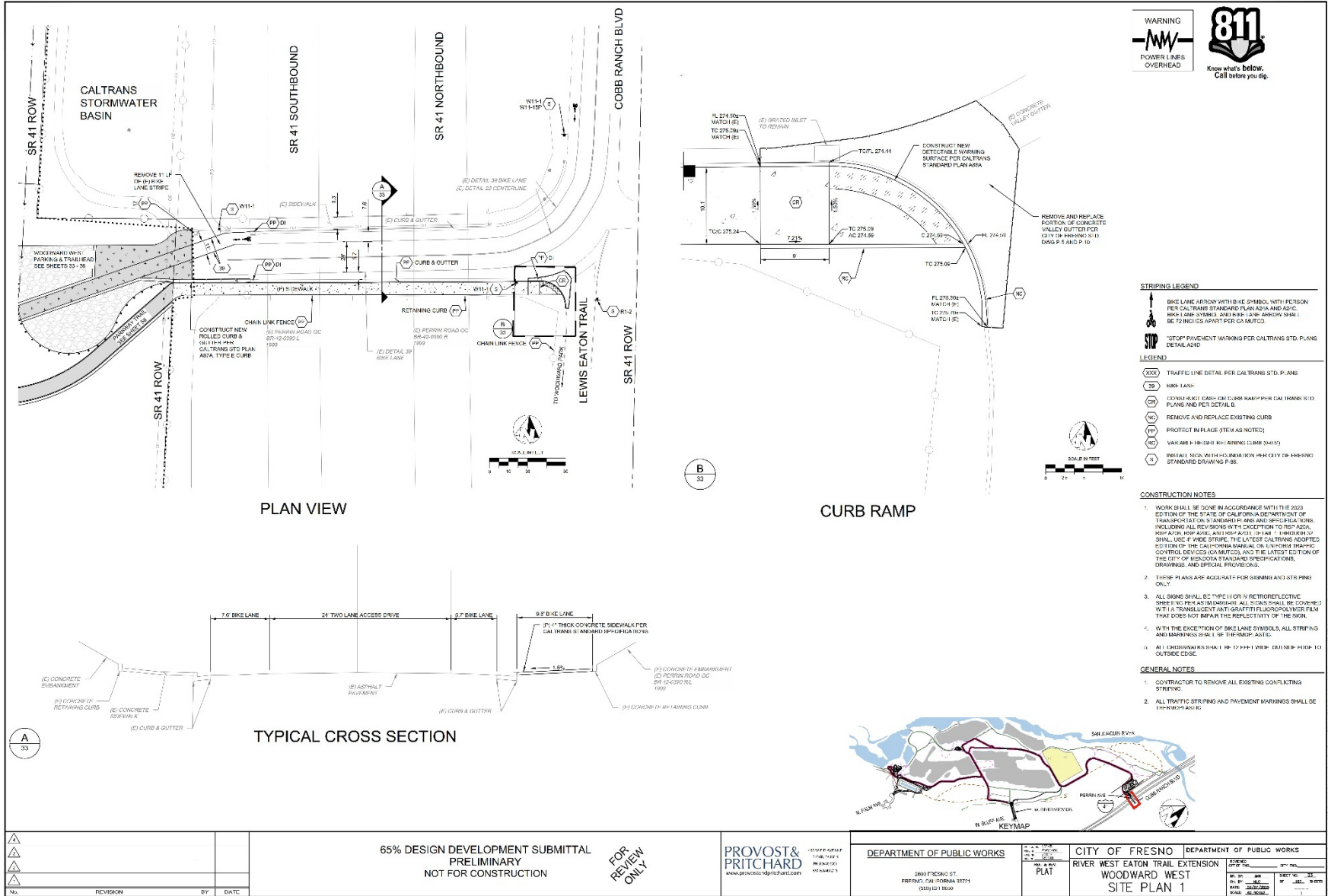


Figure 2-3: Site Plan Design

3 CEQA ANALYSIS

3.1 DISCUSSION

The discussion in this Addendum #2 confirms that the proposed Project changes have been evaluated for potentially significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that a project is “exempt” from CEQA review, as the proposed Project is not exempt. Rather, the determination here is that the potential impacts of the proposed Project were analyzed in the previously adopted 2017 EIR which provides a sufficient and adequate analysis of the environmental impacts of the proposed Project. The proposed Project changes analyzed under this Addendum #2 would include the construction of approximately 320 feet in length of an additional section of sidewalk, curb and gutter that would be located under SR 41 which would connect the existing trail on both sides of the freeway, which aligns with the intent of the 2017 EIR. The San Joaquin River Conservancy has determined that an addendum is the appropriate environmental document.

3.1.1 AESTHETICS

The proposed Project would involve adding sidewalk between the existing curb and the concrete embankment on the south side of the undercrossing of Perrin Ave and adding an accessible curb ramp at the east side to provide a pedestrian connection to the current terminus of the existing Lewis S. Eaton Trail on the east side of SR 41. Project components would be installed within the right-of-way along Perrin Ave which is existing and currently terminates into a field that will ultimately become a parking lot for the trail as analyzed under the 2017 EIR. The proposed improvements would not conflict with the existing visual character of the site as the site contains existing trails and roadway improvements and these improvements would only create greater access for the public to the trail. Further, the Project site is not located in or near a scenic highway, and would not introduce new sources of substantial light or glare. Therefore, the proposed Project would not degrade the existing visual character or quality of public views of the site or its surroundings. Impacts would remain consistent with the 2017 EIR, which were determined to have a less than significant impact.

3.1.2 AGRICULTURAL AND FORESTRY RESOURCES

The proposed Project area is designated as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program (FMMP). No part of the Project is designated as Prime Farmland or Farmland of Statewide Importance. The site is partially un-zoned as it is a roadway, and the remaining portion is zoned for Parks and Recreation. Construction of an additional section of sidewalk, curb and gutter would not conflict with an agricultural zoning designation or land designated as Farmland under the FMMP. The proposed Project would not change or alter existing zoning designations, nor would they result in the loss of forest land, Williamson Act lands, or agricultural lands. Additionally, there would be no significant changes to the existing environment as a result. As such, impacts to agricultural resources would be the same as the approved 2017 EIR, which found that no impacts would occur.

3.1.3 AIR QUALITY

Emissions of ozone precursor pollutants during the construction period would not exceed significance thresholds for the San Joaquin Valley Air Pollution Control District and would therefore not contribute to air quality violations in conflict with attainment plans. Exposure to construction emissions would be short-term and temporary. Operational pollutant exposures would remain minimal, consisting only of maintenance vehicles driving to and from the site for ad-hoc maintenance. The approved 2017 EIR identified that air quality impacts to the region would be less than significant, with no mitigation required. Given the minor nature of the changes, the proposed Project would not substantially change the air quality impacts; therefore, impacts would be consistent with the 2017 EIR. As such, impacts would continue to be less than significant.

3.1.4 BIOLOGICAL RESOURCES

The proposed Project site is primarily developed and disturbed with roadway pavement and the existing concrete embankment that is part of the SR 41 overhead crossing. As identified in the 2017 EIR, mitigation measures were included in the proposed Project to bring impacts to a less than significant level. Although additional sidewalk, curb and gutter, and curb ramp would be constructed, additional mitigation measures would not be warranted, given the existing conditions at the Project site and the minor amount of space to be affected. Therefore, impacts to biological resources would be less than what was identified in the 2017 EIR and mitigation measures included in the 2017 are not necessary for the proposed Project. Impacts would be less than significant.

3.1.5 CULTURAL RESOURCES

The 2017 EIR found there to be low potential for the proposed Project to result in adverse impacts to significant or unique historical resources or historic properties. However, in the unlikely event that cultural resources are encountered, three mitigation measures (Cultural Resources-1, -2, and -3) were provided to reduce the potential impacts to less than significant. Cultural Resources-1 required that the project identified in the 2017 EIR to perform an Extended Phase I subsurface test, and Cultural Resources-2, which required a cultural resources monitor to be on site during ground disturbance. The 2017 EIR also included mitigation measure Cultural Resources-3, which described the action the project proponent should take should human remains or bones of unknown origin be discovered during construction. The addition of the small stretch of sidewalk and other improvements proposed here is unlikely to turn up previously unknown cultural resources as the maximum depth of excavation would be approximately 12 inches. However, the proposed Project will continue to adhere to Cultural Resources-3 should human remains or bones of unknown origin be discovered during construction. Cultural Resources-1 and -2 would not be necessary for the proposed Project.

3.1.6 ENERGY

Increases in the use of energy as a result of the proposed Project would be miniscule. Energy consumption would only take place during the construction phase to operate construction equipment. As the proposed Project would construct approximately 320 feet of sidewalk to connect two existing trails, there would be no need for energy usage once constructed. The proposed Project would not conflict with current State energy efficiency or electricity supply requirements, or any local plans or programs for renewable energy or energy efficiency requirements. Impacts would be less than significant.

3.1.7 GEOLOGY AND SOILS

The proposed Project site is located in an area of low seismic activity. Furthermore, the proposed Project elements would be designed and constructed in accordance with accepted engineering standards and methods. The proposed Project area is generally level, and no habitable structures would be built as part of the proposed Project. As a result, the proposed Project would not result in or expose people to potential additional impacts involving seismic shaking. The 2017 EIR contained mitigation measure Geology and Soils-1. This measure is not necessary as it relates to the portion of the original Project which was to be built on the steep slopes of the San Joaquin River Bluff. The updates proposed under this updated Project relate to a small portion of land running under State Route 41, and is not located on the River Bluff.. The proposed Project would not require additional mitigation measures. Impacts would be less than significant and would be less than what was determined in the 2017 EIR.

3.1.8 GREENHOUSE GAS EMISSIONS

The 2017 EIR determined that the estimated short-term and long-term greenhouse gases (GHGs) emissions would result in a less than significant impact, and construction of approximately 320 feet of sidewalk would not alter the 2017 EIR's determination given the minor nature of the change proposed. Emissions would be predominantly short-term, construction-related impacts, with no operational emissions, beyond those needed for occasional maintenance visits to the site by vehicles. Implementation of the proposed Project

is not anticipated to conflict with any applicable plan, policy, or regulation for reducing the emissions of GHGs. Impacts would remain less than significant as a result of the proposed Project.

3.1.9 HAZARDS AND HAZARDOUS MATERIALS

Construction of the proposed Project could involve the use of hazardous materials associated with construction equipment, such as diesel fuel, lubricants, and solvents. However, the contractor is required to comply with all California Occupational Safety and Health Administration regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances onsite. Furthermore, any potential accidental hazardous materials spills during construction are the responsibility of the contractor to remediate in accordance with industry best management practices and State and county regulations. The operational phase of the proposed Project would not involve the use or transport of hazardous materials, given that operation would primarily be use of the site as a recreational facility for the general public. Additionally, the proposed Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Control Substances. The proposed Project does not involve the construction of any habitable structures; therefore, the proposed Project would not result in a safety hazard for people residing or working in the Project area. While the proposed Project is in relatively close proximity to urban development, the nature of the proposed Project is very minor in terms of development and would not amplify wildfire risks. Furthermore, the proposed Project would implement BMPs during construction for wildfire reduction which involves vegetation management and proper site control. The 2017 EIR included several wildfire prevention related mitigation measures; however, those will not be necessary for the proposed Project as the proposed Project site is relatively small and developed, limiting the amount of wildfire fuel. Impacts would be less than significant and would be less than what was determined in the 2017 EIR.

3.1.10 HYDROLOGY AND WATER QUALITY

The 2017 EIR included mitigation measures to reduce any potentially significant hydrology and water quality impacts to a less than significant level. The proposed Project would have no impact on hydrology or water quality as it would extend the sidewalk of the existing trail system. Implementation of the proposed Project would not impact the groundwater supply, nor would it degrade groundwater or surface water quality. Construction activities would be required to continue best management practices such as implementation of a Stormwater Pollution Prevention Plan. Despite the installation of new impervious surfaces in the area, given the minor nature of the changes, drainage patterns would not change as a result of proposed Project implementation, and the proposed Project would not alter the run-off from the surrounding areas. According to the Federal Emergency Management Agency National Flood Insurance Program Flood Insurance Rate Map, the additional sidewalk section would not be located within the 100-year Flood Zone. There would be no additional impacts to hydrology and water quality as a result of the changes proposed to the Project here.

3.1.11 LAND USE AND PLANNING

The General Plan and zoning designation for the site would remain unchanged. The proposed Project would not divide an established community, nor would it conflict with any applicable habitat conservation plan or natural community conservation plan. In fact, the proposed Project would connect two areas by providing a connection between two trail terminuses. Thus, impacts to land use and planning are consistent with the 2017 EIR, and impacts would be less than significant.

3.1.12 MINERAL RESOURCES

The Project area is not located in a Mineral Resource Zone. The proposed Project would not result in the loss of a known available mineral resource. Furthermore, the Project area has not been designated as a

locally important mineral resource recovery site by a general plan, specific plan, or land use plan. Therefore, impacts to mineral resources are consistent with the 2017 EIR, and no impacts would occur.

3.1.13 NOISE

Construction of the proposed Project would result in a short-term, temporary increase in ambient noise levels originating predominately from construction equipment, such as concrete mixers, screeds, graders, compactors, loaders, and hauling trucks. The proposed Project area is located under the SR 41 overpass, which is an area that generates substantial noise due to the vehicles passing by. The temporary noise generated during construction would not significantly increase noise levels above baseline conditions. Furthermore, the proposed Project would comply the City of Fresno Municipal Code, where applicable. Impacts to noise are consistent with the 2017 EIR. Impacts would remain less than significant.

3.1.14 POPULATION AND HOUSING

The proposed Project involves adding additional sidewalk, curb and gutter, and curb ramp to connect two trail systems together. The proposed Project would be consistent with the 2017 EIR, which found that the proposed Project would not induce population growth. No new housing or businesses would be a part of the proposed Project, and no housing or people would be displaced as a result of the Project. Thus, there would be no impact.

3.1.15 PUBLIC SERVICES

The proposed Project would continue to not significantly impact public services in the jurisdiction related to fire protection, police protection, parks, or landfill facilities. The proposed Project does not involve new housing or businesses, nor does it involve new infrastructure that could induce population growth. Therefore, the proposed Project would not induce population growth. The proposed Project would also not displace housing or people or require construction of new public facilities related to fire, police, or schools. The proposed Project would have no impact just as determined in the 2017 EIR.

3.1.16 RECREATION

The proposed Project would connect the River West Eaton Trail extension by 320 feet to the original Lewis S. Eaton Trail. The proposed Project has been designed to provide additional recreational opportunities in a local and regional area with documented recreational needs. The additional 320 feet would be negligible compared to the project identified in the 2017 EIR. Therefore, the proposed Project would result in less than significant impacts.

3.1.17 TRANSPORTATION

The proposed Project would not result in a significant increase in vehicle miles traveled given that the facilities being built only include a small stretch of sidewalk for pedestrian use, and the vehicles used during construction would be in line with smaller projects like that proposed here. The additional small section of sidewalk, curb and gutter would be constructed along Perrin Ave underneath the SR 41 overpass. The proposed Project would have no impact to CEQA Guidelines section 15064.3 Subdivision (b), and the proposed Project would still not result in inadequate emergency access. Project impacts to transportation would remain the same as described in the 2017 EIR which was identified as less than significant or no impact. There would be no additional impacts.

3.1.18 TRIBAL CULTURAL RESOURCES

The proposed Project is located in an area that has been previously disturbed. The 2017 EIR did not analyze Tribal Cultural Resources because the notice of preparation for the Project was filed prior to July 1, 2015 and thus the requirements of AB 52 were not yet a required component of CEQA, as stated under Section 11(c) of AB 52. Nonetheless, it is not anticipated that tribal cultural resources will be affected by the changes proposed to the Project here given their minor nature and the low depth (12 inches) of excavation expected. However, as seen in Section 3.1.5 Cultural Resources, mitigation measure Cultural Resources-3, which was included in the 2017 EIR, will continue to be implemented for the proposed Project. Cultural

Resources-3 describes the required steps to take should human remains or bones of unknown origin be discovered during proposed Project construction activities. Impacts would be less than significant within mitigation incorporated.

3.1.19 UTILITIES AND SERVICE SYSTEMS

The proposed Project would not result in significant impacts to utilities and service systems. The proposed Project would not require the construction or relocation of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. There would be no need for water during proposed Project operations and minor amounts of water for dust control purposes would be used during construction. Impacts would remain less than significant as determined in the 2017 EIR.

3.1.20 WILDFIRE

The proposed Project would not disrupt the operations or implementation of the Fresno County Emergency Operations Plan. The proposed Project would be constructed on disturbed land with little vegetation that could be used as fuel for a fire. No new structures would need to be constructed to reduce fire risks as a result of the proposed Project, and no people or structures would be exposed to flooding or landslides as a result of the proposed Project. Impacts would be less than significant.

3.1.21 MANDATORY FINDINGS OF SIGNIFICANCE

Similar to what was noted in the 2017 EIR, the proposed Project would not 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; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. One mitigation measure that was included in the 2017 EIR, Mitigation Measure Cultural Resources-3, would continue to be implemented to lessen the significance of potential impacts. This mitigation measure would be expected of other projects in the surrounding area. Consequently, the incremental effects of the updated proposed Project, after mitigation, would not contribute to an adverse cumulative impact on these resources. Therefore, the proposed Project would have a less-than-significant impact with mitigation incorporated.

As described this Addendum, Cultural Resources-3, which was originally implemented in the 2017 EIR, would be implemented to reduce cultural resources and tribal cultural resources to a less-than-significant level. All planned projects in the vicinity of the proposed Project would be subject to review in separate environmental documents and required to conform to the Fresno County or City of Fresno general plans, applicable development codes, mitigate for project-specific impacts, and provide appropriate engineering to ensure the project meets all applicable federal, State and local regulations and codes. As currently designed, and with compliance of the recommended mitigation measure, the proposed Project would not contribute to a cumulative impact. Consistent with the 2017 EIR, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

The ways in which people can be subject to substantial adverse effects from projects include potential exposure to significant levels of local air pollutants; potential exposure to seismic and flooding hazards; potential exposure to contamination from hazardous materials; potential exposure to traffic hazards; and potential exposure to excessive noise levels. The risks from these potential hazards would be avoided or reduced to less than significant levels through compliance with existing laws, regulations, or requirements. All of the proposed Project's impacts, both direct and indirect, that are attributable to the proposed Project were identified and mitigated to a less than significant level.

Consistent with the 2017 EIR, the proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation incorporated.

3.1.22 CONCLUSION

The following identifies the standards set forth in Section 15162 as they relate to the proposed Project. The text in italics follows the provisions of the law.

1. *No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

The proposed Project would include connecting the existing River West Eaton Trail extension by approximately 320 feet to the existing Lewis S. Eaton Trail. This would include adding sidewalk between the existing curb and the concrete embankment on the south side of the undercrossing of State Route 41 and adding an accessible curb ramp at the east side to provide a pedestrian connection to the current terminus of the existing Lewis S. Eaton Trail on the east side of SR 41. The additional sidewalk would result in an increased construction footprint, but no additional changes would be needed with the proposed Project. One mitigation measure adopted with the EIR, Cultural Resources-3, would apply to this project and reduce any impacts to less than significant.

2. *No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.*

The proposed Project would construct additional sidewalk between the existing curb and the concrete embankment on the south side of the undercrossing of SR 41 and would add an accessible curb ramp at the east side to provide a pedestrian connection to the current terminus of the existing Lewis S. Eaton Trail on the east side of SR 41. The increased amount of sidewalk would be the only change in terms of impacts. The site would be visually consistent with existing conditions and would not substantially obstruct views. No new development has occurred since the certification of the 2017 EIR which would have changed the physical circumstances of the site. The impact would not be significant or substantial in nature.

3. *No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or adopted, shows any of the following:*

- *The project will have one or more significant effects not discussed in the previous EIR;*

As the proposed Project's required construction equipment and construction time will stay approximately the same as discussed in the 2017 EIR, and the changes to the project are minor, as previously discussed, and would not result in additional hazards, no new information has been discovered as a result of this analysis which show any new potentially significant effects.

- *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

As concluded in this Addendum #2, the increased amount of sidewalk would not substantially increase risk or result in more severe impacts than evaluated in the 2017 EIR. All other operational characteristics of the proposed Project remain unchanged from those evaluated in the 2017 EIR.

- *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;*

One mitigation measure, Cultural Resources-3, would apply to the proposed Project. No new mitigation measures are necessary as a result of the proposed changes.

- *Mitigation measures or alternatives which are considerably different from those analyzed in the 2017 EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

The existing mitigation measures in the 2017 EIR reduce all impacts from the original Project to less than significant. No additional mitigation measures are warranted as a result of the proposed changes.

As indicated in this Addendum #2, the impacts of the proposed Project do not represent a substantial change to the 2017 EIR, nor has it uncovered any substantial changes with respect to the circumstances under which the proposed Project is undertaken, that would require major revisions to the 2017 EIR. Analysis of the proposed Project shows that there are no new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the proposed Project.

Impacts beyond those identified and analyzed in the 2017 EIR would not be expected to occur as a result of the proposed Project. The proposed Project would include one mitigation measures from the 2017 EIR, Cultural Resources-3. The proposed Project would not result in any new information of substantial importance that show new, more severe impacts, require new mitigation measures, or require new or revised alternatives from what was identified in the 2017 EIR.

Based on the record as a whole, there is no substantial evidence that the proposed Project would result in significant environmental impacts not previously studied and mitigated in the 2017 EIR and, accordingly, the proposed Project changes would not result in any conditions identified in CEQA Guidelines Section 15162 calling for preparation of a Subsequent EIR or Mitigated Negative Declaration. Thus, a supplemental or subsequent EIR or EIR is not required for the proposed Project.

APPENDIX A: 2017 EIR

APPENDIX B: ADDENDUM #1