

## Exhibit F

**CITY OF FRESNO**  
**ADDENDUM TO A DRAFT ENVIRONMENTAL IMPACT REPORT**  
**PREPARED FOR PARC WEST DEVELOPMENT PROJECT (SCH 2020039061)**

*Addendum prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines*

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| <p>The full Draft Environmental Impact Report SCH No. 2020039061 are on file in the Development and Resource Management Department, Fresno City Hall, 3<sup>rd</sup> Floor 2600 Fresno Street, Fresno, California 93721 (559) 621-8277</p>   | <p>ENVIRONMENTAL ASSESSMENT NUMBER</p> <p>P24-04357</p>  | <p>This addendum was not circulated for public review pursuant to Section 15164(c) of the CEQA Guidelines</p> |
| <p>APPLICANT:</p> <p>City of Fresno<br/>Planning and Development Department<br/>Attn: Chris Lang, Supervising Planner<br/>2600 Fresno Street<br/>Fresno, California 93721</p>  | <p>PROJECT LOCATION:</p> <p>The proposed Parc West Project is located on approximately 160 acres north of the W. Ashlan alignment and west of N. Grantland Avenue within the City limits of Fresno CA.</p> |   |
| <p><b>PROJECT DESCRIPTION (ORIGINAL):</b></p> <p>The approved Parc West Development Project modified certain General Plan designations to reflect the actual built out conditions of Parc West. The changes to land use designations and zone districts will facilitate various subdivisions of land for residential development. The tentative tract maps pertaining to the approved Parc West Development Project include: Vesting Tentative Tract Map No’s. 6212 and 6276 and other developments within the subject area. The approved Parc West Development Project will occur within the original 160 acres.</p> <p>The approved Parc West Development Project will facilitate the construction of up to 844 total residential units within the proposed Development and a 1.819-acre park and installation of a trail system that will connect to the City’s existing/future trail network in the area.</p> <p><b>PROJECT DESCRIPTION (NEW INFORMATION):</b></p> <p>The City has determined that the timing of required street improvements at one intersection will be modified from the original Conditions of Approval and/or Development Agreement referenced in the certified Environmental Impact Report (EIR). The intersection is as follows:</p> <ul style="list-style-type: none"><li>• Veterans Blvd at Grantland-Gettysburg Avenue</li></ul> <p>There are no proposed or anticipated changes to the intensity, density, or nature of the approved Parc West Development Project Phase 1 and there are no proposed or anticipated changes to construction or operational activities of the Project. The proposed changes contemplated by this addendum are limited to changes in the construction timing of already anticipated infrastructure improvements. The Conditions of Approval and/or Development Agreement, as well as the traffic conditions set forth in Ordinance 2021-003, will be modified to reflect the changes shown in the attached Traffic Memorandum, dated April 10, 2025. There are no changes to the EIR mitigation measures or EIR traffic analysis. The changes involve clarification to the timing of improvements to the intersection.</p> <p>Therefore, the City of Fresno has determined that an addendum to <i>Environmental Assessment for Parc West Development</i> is appropriate given that none of the conditions described in Section 15162 of the CEQA Guidelines calling</p> |  |   |

for preparation of a subsequent EIR have occurred; and, new information added is only for the purposes of providing minor changes or additions, in accordance with Section 15164 of the CEQA Guidelines.

Section 15162 provides that when an EIR has been adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

**FINDINGS PURSUANT TO SECTION 15162 OF THE CEQA GUIDELINES.**

- (1) *Substantial changes are proposed in the project which would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

**Finding  
(1):**

The revised project increases the threshold of building permits required to modify the traffic signal on Grantland and Gettysburg to 650 permits, compared to the original project threshold of 450 permits. This is not a substantial change and would not create significant new environmental effects as discussed below. It has also been determined that the revised project would not cause a substantial increase in the severity of previously identified significant effects, as demonstrated in **Table 1**.

**Table 1: Assessment of New Significant Effects**

| CEQA Impact Area                | New Significant Effects (compared with the original project)  |
|---------------------------------|---|
| <b>Air Quality</b>              | <b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact on air quality. According to the EIR, the Project would not exceed daily screening levels during construction or operation, and odors created will be temporary and not noticeable. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts.  |
| <b>Energy</b>                   | <b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact on energy. The revised Project is not expected to result in wasteful or unnecessary consumption of energy resources or conflict with state or local plans for renewable energy. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts.  |
| <b>Greenhouse Gas Emissions</b> | <b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact on greenhouse gases. The revised Project is not expected to generate greenhouse gas emissions or conflict with applicable plans, policy, or regulations adopted for the purpose of reducing greenhouse gas emissions. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts. |
| <b>Hydrology/ Water Quality</b> | <b>No Impact.</b> The previous EIR determined that the proposed Project would have a have a less than significant impact, with mitigation, on hydrology and   |

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|  |                 | <p>water quality. The revised Project is not expected to violate any water quality standards, substantially decrease groundwater supplies, or alter the existing drainage pattern of the site. The Project is not located in a flood hazard area and is not expected to conflict with the implementation of a water quality control plan or sustainable groundwater management plan. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts.</p>   |
|  | Noise           | <p><b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact on noise. The revised Project is not expected to generate excessive noise levels above or ground borne in the vicinity of the project. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts.</p>  |
|  | Public Services | <p><b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact with mitigation on public services. The revised Project is not expected to increase the demand for public services. The revised Project proposes no additional construction or operational activities other than stated in the EIR. There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. As such, the revised Project would not result in additional or new impacts.</p>   |
|  | Transportation  | <p><b>Less than Significant Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact, with mitigation, on transportation. The previous EIR identified that “the Project CEQA documents and traffic analysis were sent out for public review prior to July 1, 2020, which is the implementation date to analyze Vehicle Miles Travelled (VMT) within the context of CEQA,” and therefore, because the “Parc West CEQA documents and traffic impact study were sent out for public review prior to implementation of CEQA Guidelines Section 15064.3(b), there is a less than significant impact” on VMT. This revised Project does not change the outcome of the original project; it only clarifies the timing of traffic signal improvements. There are no substantial changes to the original Project since the original intended outcome remains the same. The revised Project is not expected to conflict with a program, plan, or ordinance addressing the circulation system, be inconsistent with CEQA Guidelines Section 15064.3(b), substantially increase hazards, and will not result in inadequate emergency access. The revised Project proposes no additional construction or operational activities other than those stated in the original EIR. The changes involve clarification of the timing of improvements to the intersection as indicated in the Traffic Memorandum dated April 10, 2025 (Attachment A). Although compliance with VMT requirements are now required under CEQA, given that the project has not changed (not a new project) and only the conditions of approval have changed, the Project is still not subject to compliance with CEQA Guidelines Section 15064.3(b).</p> <p>The City has determined that the timing of improvements to one intersection has been modified from the Conditions of Approval and/or Development Agreement referenced in the EIR. The intersection is as follows:</p> |

- Veterans Blvd at Grantland-Gettysburg Avenue

There are no changes to the EIR mitigation measures or EIR traffic analysis. The changes involve clarification of the timing of improvements to the intersections as indicated in the numbered list below and in the attached Traffic Memorandum, dated April 10, 2025 (Attachment A). The Conditions of Approval and/or Development Agreement will be modified to reflect the updated conditions as follows:

1. The project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit.

The TSMI fee facilitates the project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the General Plan Circulation Element and are included in the Nexus Study for the TSMI fee. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

Improvements at the following study intersections are included in the TSMI fee program:


- Shaw Avenue at Grantland Avenue
- Shaw Avenue at Veterans Boulevard
- Gettysburg Avenue at Veterans Boulevard
- Gettysburg Avenue at Bryan Avenue
- Ashlan Avenue at Bryan Avenue
- SR 99 at Shaw Avenue

2. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.

3. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at

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|  |  | <p>2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.</p> <p>4. The proposed project shall pay the \$665 Traffic Study review fee for review of the document. Proof of payment shall be provided to the Traffic &amp; Engineering Services Division.</p> <p>5. The proposed Project shall construct the intersection of Veterans Boulevard at Grantland/Gettysburg Avenues, including the installation and operation of a traffic signal with protected left-turn phasing per City of Fresno standards, prior to the issuance of <b>650</b> building permits. The intersection and the traffic signal poles shall be constructed/installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:</p> <ul style="list-style-type: none"> <li>• Eastbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane</li> <li>• Westbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane</li> <li>• Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane</li> <li>• Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane</li> <li>• Bike lanes shall be provided in all directions</li> </ul> <p>The timing of this condition aligns with the Project’s condition of zoning to construct the segment of Veterans Boulevard from Grantland/Gettysburg to Shaw Avenues prior to the issuance of 650 building permits, is consistent with the Public Works policy requiring all full access intersections along a Super Arterial to be signalized, staff recommendations, and focuses on the overall efficiency and safety of all users at the intersection, especially school-aged children, pedestrians and bicyclists.</p> <p>6. Conditions of zoning outlined in the October 23, 2020 Public Works letter included in Ordinance 2021-003 are unchanged except for condition #7, which is modified as described above.</p> <p>7. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.</p> <p>8. Proposed site plans shall be reviewed and approved by the City of Fresno Traffic and Engineering Services Division, Traffic Planning Section.</p> <p>There are no changes to the Project that would cause an increase in impacts beyond what was previously analyzed. There are no changes to the EIR</p> |
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|   |  | mitigation measures or EIR traffic analysis. Therefore, the impact remains less than significant.   |
|   | Utilities and Service Systems  | <b>No Impact.</b> The previous EIR determined that the proposed Project would have a less than significant impact with mitigation on utilities and service systems. The revised Project is not expected to affect the thresholds of significance for utilities and service systems other than what is indicated in the EIR. The revised Project proposes no additional construction or operational activities other than stated in the EIR. As such, the revised Project would not result in additional or new impacts. |
| (2) <i>Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,</i>   |  |   |
| Finding (2):  | Section 15162(a)(2) requires a subsequent environmental document if substantial changes occur with respect to the circumstances under which a project is undertaken that require major revisions to the EIR. Since the original Project approvals in 2020, substantial construction has been completed throughout the Project site including grading, utility installation, paving, and the construction of homes. The proposed Project changes would solely change the construction of the traffic signal. As the analysis above demonstrates, environmental conditions around the Project site have not changed such that the Project as proposed to be modified would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the EIR. |   |
| (3) <i>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 Draft EIR was submitted, shows any of the following: (A) The Project will have one or more significant effects not discussed in the previous EIR; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR; (C) 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; and, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous negative declaration, would substantially reduce one or more significant effects on the environment.</i> |  |   |
| Finding (3):  | All significant effects were discussed in the original EIR and impacts that are more severe than the original EIR are discussed in Finding 1. In addition, mitigation measures of the previous EIR remain feasible and effective. There is no new information of substantial importance, which was not known and could not have been known at the time the Draft EIR was submitted, that would cause a significant effect. Although compliance with VMT requirements are now required under CEQA, given that the project has not changed (not a new project) and only the conditions of approval have changed, the Project is still not subject to compliance with CEQA Guidelines Section 15064.3(b). The Project will not  |   |

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|  | have one or more significant effects not previously discussed in the original EIR; there were no significant effects identified in the original EIR; and all mitigation measures previously identified are still feasible and still apply. |
| ADDENDUM PREPARED BY:<br>Bonique Emerson, AICP, VP of Planning | SUBMITTED BY:<br>  |
| DATE: April 15, 2025   |  |