

AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE SAN JOAQUIN RIVER CONSERVANCY'S RIVER WEST FRESNO, EATON TRAIL EXTENSION PROJECT.

For Purposes of Consideration of the Inclusion of a Modified Alternative 1 in addition to Approved Core Project and Alternative 5b

California Environmental Quality Act (CEQA) Guidelines, Section 15164 (a) states that an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 or 15163 calling for the preparation of subsequent or supplemental EIR have occurred.

CEQA Guidelines Section 15164 applies to the inclusion of a Modified Alternative 1 in addition to Approved Core Project and Alternative 5b. CEQA Guidelines Section 15164 allows an addendum to a previously certified environmental document to be prepared if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred (see also *Benton v. Board of Supervisors* 1991). The San Joaquin River Conservancy (Conservancy) certified a Final Environmental Impact Report (FEIR) for San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project on November 15, 2017. The FEIR for the San Joaquin River Conservancy River West Fresno, Eaton Trail Extension Project is hereby amended by this Addendum and the Environmental Review Update Checklist for the Inclusion of a Modified Alternative 1 in addition to Approved Core Project and Alternative 5b as described below.

Location: The study area is located along the San Joaquin River between State Route (SR) 41 and Spano Park within the city limits of Fresno (Figure 1). The boundary extends from the River south to the San Joaquin River Bluffs and westward from SR 41 to Spano Park, located near the intersection of Palm Avenue and Nees Avenue. The project area is situated within Sections 21, 28, and 29 of Township 12S, Range 20E, Mount Diablo Baseline, and Meridian, Fresno North 7.5-minute series USGS topographic quadrangle. The study area analyzed in the Draft Environmental Impact Report (DEIR) was approximately 358 acres and located on the south side of the River (Figure 2). Most of the land is owned by the State of California under the management jurisdiction of the Conservancy (this land is hereinafter referred to as "Conservancy land"). Two parcels, owned by the City of Fresno, are adjacent to Conservancy land. The project area also contains State sovereign lands riverward of the River's low-water mark, owned by the State of California and under the jurisdiction of the California State Lands Commission. Implementation of a portion of the project may occur on Fresno city parcels. Alternative 5, considered in Chapter 5 of this DEIR, also includes privately owned properties lying between the Conservancy land and the intersection of Palm Avenue and Nees Avenue.

Three other parcels in the study area are owned by others and would not be part of the project. One parcel, privately owned land located near the center of the project area, is occupied by two residences. Access to these residences is via a paved road within an access easement on Conservancy property from West Riverview Drive. The other two parcels, owned by Fresno Metropolitan Flood Control District (FMFCD), contain stormwater detention basins. The Proposed Project would not affect these basins.

August 12, 2020

A residential subdivision is located on the bluffs adjacent to the southern project boundary (Figure 2). The subdivision is within the city limits of Fresno.

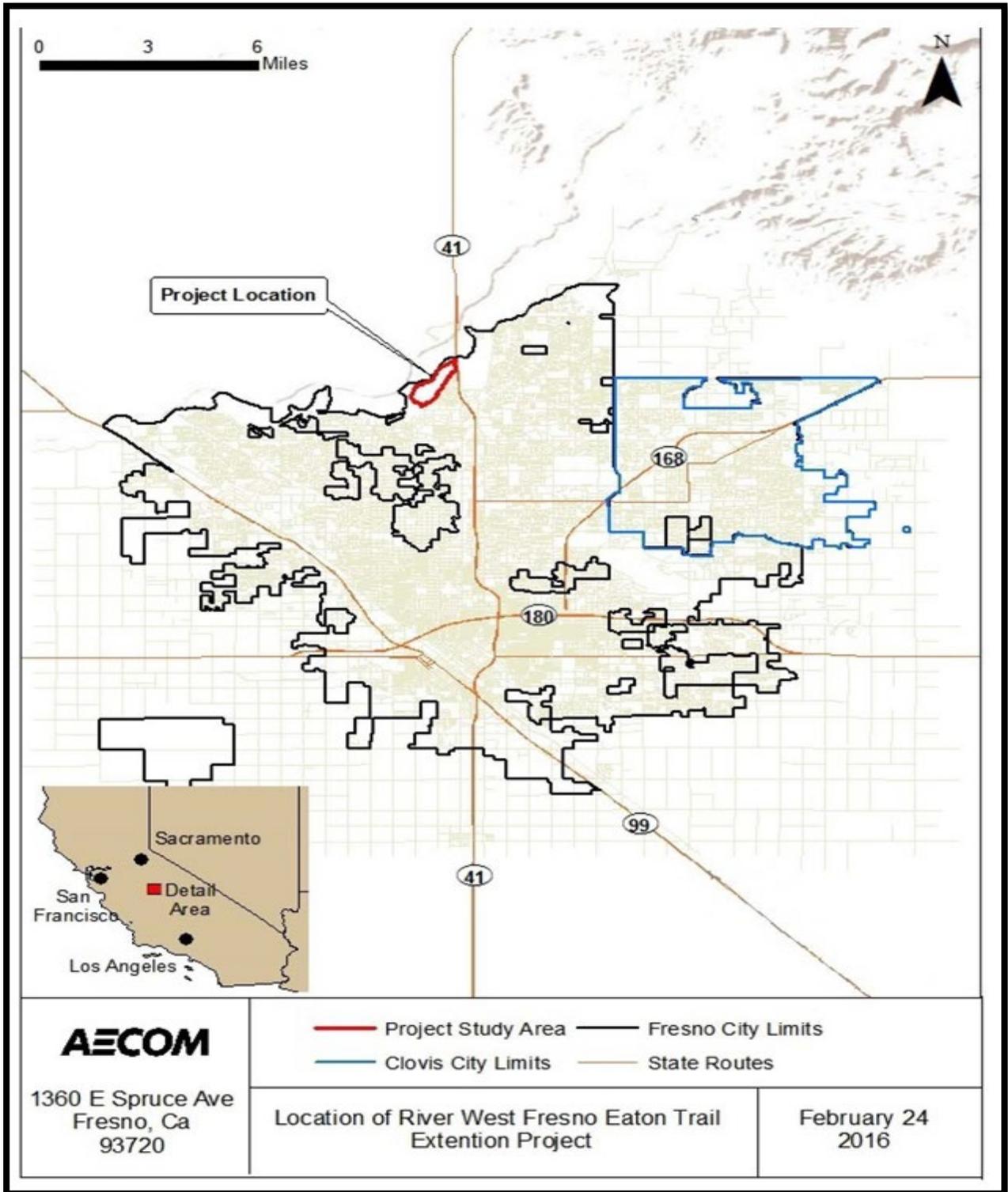


Figure 1: Regional Setting of the River West Fresno, Eaton Trail Extension Project I (Figure 2-1 of the FEIR)



Figure 2: Site Map of River West Fresno, Eaton Trail Extension Project I (Figure 2-2 of the FEIR)

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Changes and Additions in the project and impacts:

The EIR for the Conservancy's River West Fresno, Eaton Trail Extension Project, State Clearinghouse No. 2014061017, assessed the Proposed Project with several alternatives. The San Joaquin River Conservancy Board approved the Proposed Project (hereafter referred to as the Core Project, to distinguish it from the Approved Project and as described in Section 2.4 of the FEIR of November 15, 2017) with the addition of Alternative 5b: North Palm Avenue and Nees Access. To address concerns previously raised by the Board, the Conservancy is adding a modified "Alternative 1: Added Parking" to the Approved Project. The Approved Project remains the same as described and assessed in the FEIR. Alternative 1, as described in the FEIR, adds a public vehicle entrance, additional parking area, and public access to the trail extension from West Riverview Drive. Alternative 1 was developed to augment public vehicular access to the project site for residents of the Fresno metropolitan area. This Modified Alternative 1, although having several changes from that described in the FEIR, has similar environmental impacts as the alternative assessed in the FEIR. These modifications include:

- 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 (Figure 3);
- 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
- Bus¹ access, turn-around, and parking facilities will be constructed by improving the existing gravel road the 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;

As describe for the original parking lot for Alternative 1:

- Neither the parking lot nor the bus parking area will accommodate horse trailers;
- For both the bus parking area and public parking lot, LED light sets with rechargeable batteries and a solar panel would be mounted on light poles, providing sufficient illumination for security and maintenance.
- A two-vault ADA-accessible restroom, fire hydrant, and pet station would be located in the bus parking area.
- Access to the parking lot would be provided by a controlled vehicle entrance, with an additional control device to the two-lane paved road from West Riverview Drive to the bus parking area.

The Proposed Project would not result in any new significant environmental impacts or substantially worsen or increase the severity of impacts already identified for Alternative 1 in the FEIR. These modifications were developed to further address impacts of the original Alternative 1 and as such will lessen impacts identified previously to a lower level than originally proposed.

Finding: The FEIR for the River West Fresno, Eaton Trail Extension Project as amended by this Addendum and the Environmental Review Update Checklist may be used to fulfill the environmental review requirements of the River West Fresno, Eaton Trail Extension Project, State Clearinghouse No. 2014061017. Because the changes to the project meet the conditions for the application of CEQA Guidelines Section 15164, preparation of a subsequent or supplemental EIR is not required.

¹ Bus is defined as school buses or other organizations' group-activity passenger carriers that are sanctioned by the SJRC



Figure 3: Modified Alternative 1 - Additional Public and Bus Parking (not to scale, final design will defer in detail).

ENVIRONMENTAL REVIEW UPDATE CHECKLIST FORM

For Projects With Previously Approved Environmental Documents

For Purposes of Consideration of the Inclusion of a Modified Alternative 1 in Addition To Approved Core Project and Alternative 5b

The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration (ND) or a previously certified Environmental Impact Report (EIR) covering the project for which a subsequent discretionary action is required (AEP 2019). This Environmental Review Update Checklist Form has been prepared in accordance with CEQA Guidelines Section 15164(e) to explain the rationale for determining whether any additional environmental documentation is needed for the Inclusion of a Modified Alternative 1 in addition to Approved Core Project and Alternative 5b.

Background on the previously certified EIR

An EIR for the Conservancy's River West Fresno, Eaton Trail Extension Project, State Clearinghouse No. 2014061017, was certified by the San Joaquin River Conservancy Board on November 15, 2017. The certified EIR evaluated potentially significant effects for the following environmental areas of potential concern: 1) Aesthetics; 2) Agricultural Resources; 3) Air Quality; 4) Biological Resources; 5) Cultural And Paleontological Resources; 6) Geology And Soils; 7) Hazards and Hazardous Materials; 8) Hydrology and Water Quality; 9) Land Use and Planning; 10) Mineral Resources; 11) Noise; 12) Population and Housing; 13) Public Services; 14) Recreation; 15) Transportation and Traffic; 16) Utilities and Service Systems, and 17) Climate Change.

The FEIR found the Proposed Project would result in less-than-significant impacts to all resources areas, with the incorporation of the identified mitigation measures. The FEIR identified a number of less-than-significant impacts associated with the Alternative 5b that do not require mitigation. The FEIR also identified a number of significant and potentially significant environmental impacts that may be caused in whole or in part by the Alternative 5b. These significant impacts can be fully avoided or substantially lessened to less-than-significant levels through the adoption of feasible mitigation measures and the application of best management practices (BMPs). The Proposed Project is consistent with goals, policies, and objectives in the San Joaquin River Parkway Master Plan (Parkway Master Plan), and is located on state-owned land under the Conservancy's jurisdiction and would provide the fundamental improvements initially planned for the River West Fresno site. The scope of the project was developed over several years, initiated by a conceptual plan presented in 2004 to the Board by the San Joaquin River Parkway and Conservation Trust, refined through a constraints analysis performed by the City of Fresno in 2011, and carried forward by the City of Fresno and the Conservancy in several public workshops.

On August 12, 2020, the Board approved an Addendum to the FEIR for the River West Fresno,

Eaton Trail Extension Project (State Clearinghouse No. 2014061017). The FEIR and the Addendum described above are on file at the Conservancy office and available on the Conservancy's web site at <http://sjrc.ca.gov/>.

Project Description:

The Conservancy proposes to expand the Eaton Trail by constructing a multipurpose trail and providing ancillary recreation support features. The paved, multi-use trail would be extended approximately 2.4 miles, from Perrin Avenue near SR 41 on the east to Spano Park on the west. The project would provide for low-impact recreational activities such as hiking, bicycling, equestrian use, fishing, and nature observation, consistent with the Conservancy's Parkway Master Plan.

MULTI PURPOSE TRAIL

The trail extension would be about 22 feet wide, with a 12-foot-wide paved surface, a parallel 8-foot-wide hard natural surface for equestrian use, and a 2-foot shoulder (opposite the natural surface area). The trail extension generally would follow the alignment, as shown in the conceptual drawing in Volume I, Figure 2-3 of the FEIR., from SR 41 to a staircase leading to Spano Park. The trail would be ADA-compliant. Three fire hydrants would be added along the trail extension, if feasible: at the Perrin Avenue parking lot, near the private property parcel, and near the toe of Spano Park. In addition to the multi-use trail extension, secondary unpaved pedestrian trails would be provided to the riverbank.

PARKING LOTS

As approved in November 2017, a parking lot for 50 vehicles with a controlled vehicle entrance would be constructed adjacent to SR 41 (Volume I, Figure 2-4 of the FEIR). Vehicular access to the parking lot would be from the Perrin Avenue undercrossing of SR 41. A gate and an unmanned parking pay station would be included to manage vehicular access. The parking lot would accommodate up to three horse trailer stalls and would have a fire hydrant (if feasible), a drinking fountain, a public information bulletin board, a small pet station, and a two-vault restroom. The restroom and parking lot would be ADA accessible. Smart lighting with light-emitting diode (LED) light sets with rechargeable batteries and a solar panel would be mounted on light poles, providing sufficient illumination for security and maintenance. The area surrounding the parking lot would be landscaped with native vegetation. An emergency/service gate or removable bollards would provide access to the trail extension for emergency first responders and maintenance staff.

Included in the Approved Project was Alternative 5b, "North Palm Avenue Access." This Alternative was developed to provide additional options for addressing limited public access to the River for residents of nearby disadvantaged communities, and more broadly for residents of the Fresno metropolitan area, and to provide more parking capacity. This additional public vehicle entrance and public access to the trail extension through Spano Park, at the terminus of Palm Avenue north of its intersection with Nees Avenue, will add parking for 40 vehicles on the floodplain. The parking lot would be located outside of the low-water mark and would not be subject to a lease agreement with the California State Lands Commission. Alternative 5b was developed to provide

additional options to address limited public access to the River for residents of nearby disadvantaged communities, and more broadly for residents of the Fresno metropolitan area. As shown in Figure 5-13 of the FEIR, public access would be provided by a road constructed from the cul-de-sac at Palm Avenue north of Nees Avenue. The road, with two 12-foot travel lanes and a 6-foot shoulder, would be constructed across the bluff face at a 10% gradient to the river bottom, then would proceed in a horseshoe turn around FMFCD stormwater detention basin.

A retaining wall would be required to stabilize the slope face along the edge of the roadway. A physically separated pedestrian path would parallel the paved road; bicyclists would share the vehicle travel lane. The paved road and pedestrian path would lead to a turnaround near a 40-space parking lot. The turnaround would be designed to accommodate the turning radius of a Fresno Fire Department fire truck. Emergency vehicle access would also be provided via the existing gravel road.

Pedestrians and bicyclists would have two options to access the River from the top of the bluff. Pedestrians and bicyclists could utilize the 6-foot-wide sidewalk alongside the access road or use a proposed new stairway with bike ramp that would commence from the top of the bluff and at the northwest corner of Spano Park. The parking area, the pedestrian path, and a staircase at Spano Park would all connect to the proposed Lewis S. Eaton Trail extension. Recreational amenities such as a self-contained vault-toilet ADA-compliant restroom, landscaping, security lighting, and picnic tables would be provided near the parking lot. Although the pedestrian path from the top of the bluff would not be ADA accessible, the proposed parking area would provide for ADA accessible parking and at-grade access to the proposed trail. The restroom would consist of a prefabricated, ADA-compliant building constructed on a pad elevated above the 100-year floodplain. Access to the parking lot would be managed by a vehicle control gate and a fee entrance station. Traffic bollards or boulders would be installed to prevent vehicles from going off-road. A wooden split-rail or similar style fence would parallel the road and pedestrian path from the cul-de-sac to the parking lot. The parking lot would also be fenced or encircled with boulders. Natural surface walking paths would lead from the parking lot to the river and an adjacent pond. Both walking paths would be fenced. More details are provided in the preliminary engineering design provided in FEIR Appendix I, the Palm Bluffs River Access Schematic Design Report (August 2017).

Alternative 1 of the FEIR also adds a Public vehicle entrance, additional parking area, and public access to the trail extension from West Riverview Drive. Alternative 1 was developed to augment public vehicular access to the project site for residents of the Fresno metropolitan area. During the public scoping process, concerns were raised that limiting vehicular access to one entrance at Perrin Avenue would limit access for residents on the Fresno side of the River, including residents of disadvantaged communities near the project site and in west Fresno. This addendum modifies certain aspects of the proposed Alternative 1 of the FEIR. The FEIR described a 40-stall parking lot that would be constructed between the H Pond and the E Pond. The Modified Alternative 1 changes the size and location of the proposed parking lot to 15 stalls and would be located immediately adjacent to the Riverview access gate. This parking lot, similar to the one analyzed in the FEIR, would not accommodate horse trailers, include LED light sets with rechargeable batteries, and a solar panel would be mounted on light poles to provide sufficient illumination for security and maintenance. The modified Alternative 1 would also add a bus parking area, bus turnaround, and a two-vault ADA-accessible restroom, fire hydrant, and pet station that would be located to the East of E

Pond as shown in Figure 3 above. Access to the parking lot would be provided by a controlled vehicle entrance, and an addition control device will control vehicle access to a two-lane paved road from West Riverview Drive Parking Lot to the bus parking and turnaround area. Landscaping and other amenities will be included to provide shade, screen the parking lots, and ensure that these features conform to the visual environment of the area. Adoption of and application of BMPs as detailed in the FEIR further assure that the Modified Alternative 1 will not differ in negative impacts from that assessed in the FEIR.

1. Does the project for which a subsequent discretionary action is now proposed differ in any way from the previously approved project?

Yes	No
X	

The Proposed Project adds a previously assessed alternative, with modifications, to the overall project. This addition will increase parking for the project by 30 vehicles and provide centrally located bus parking. This bus parking is similar to the existing use of the area for which school groups and other organized groups receive permission to transport day-campers and others to the ponds within the project area. This modification will provide paved access for buses, a restroom facility for bus passengers and other users that are recreating near the ponds and river. This addition with these modifications are part of the settlement agreement with the San Joaquin River Access Corporation and provides for a more acceptable project with increased access for the region.

2. Subject areas determined to have new, or substantially more severe significant environmental effects compared to those identified in the previous ND or EIR.

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

<input checked="" type="checkbox"/> NONE		
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology & Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology & Water Quality
<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population & Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities & Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this analysis, the San Joaquin River Conservancy has determined that:

No substantial changes are proposed in the project that were not analyzed under the previous EIR and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, **the previously certified EIR is adequate without modification.**

No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, **the project is exempt** pursuant to CEQA Guidelines Section 15182.

Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, **a SUBSEQUENT ND is required.**

Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, **a SUBSEQUENT or SUPPLEMENTAL EIR is required.**

Signature	Date:
Printed Name: John M. Shelton	Title: Executive Officer

INTRODUCTION

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted ND or a previously certified EIR for the project.

CEQA Guidelines, Section 15162(a) and 15163 state that when an ND has been adopted or an EIR certified for a project, no Subsequent or Supplemental EIR or Subsequent Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project 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.
2. 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.
3. 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 the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or
 - b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or
 - 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, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

CEQA Guidelines, Section 15164(b) states that an Addendum to a previously adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary.

If the factors listed in CEQA Guidelines Sections 15162, 15163, or 15164 have not occurred or are not met, no changes to the previously certified EIR or previously adopted ND are necessary.

The following responses detail any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that may cause one or more effects to environmental resources. The responses support the "Determination," above, as to the type of environmental documentation required, if any.

ENVIRONMENTAL REVIEW UPDATE CHECKLIST

I. AESTHETICS – Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to aesthetic resources including: scenic vistas; scenic resources including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway; existing visual character or quality of the site and its surroundings; or day or nighttime views in the area?

Yes	No
	X

All Aesthetics impacts were assessed in the FEIR for the Proposed Project, Alternative 5b, and Alternative 1 and found to be less-than-significant. The modifications to Alternative 1 in this addendum further address visual impacts by moving the vehicle parking out of the floodplain and placing bus parking further from the adjoining neighborhood. Previously approved plant restoration activities between the neighborhood and bus parking area will further eliminate negative impacts. The modified Alternative 1 retains the landscaping improvements that also mitigates visual impacts.

II. AGRICULTURE AND FORESTRY RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to agriculture or forestry resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, conflicts with existing zoning for agricultural use or Williamson Act contract, or conversion 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))?

Yes	No
	X

The changes proposed do not change impacts to Agriculture and Forestry Resources as assessed in the FEIR.

III. AIR QUALITY -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to air quality including: conflicts with or obstruction of implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP);

violation of any air quality standard or substantial contribution to an existing or projected air quality violation; 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; exposure of sensitive receptors to substantial pollutant concentrations; or creation of objectionable odors affecting a substantial number of people?

Yes	No
	X

The changes proposed do not change impacts to Air Quality as assessed in the FEIR.

IV. BIOLOGICAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat) or species identified as a candidate, sensitive, or special status species in a local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; adverse effects to federally protected wetlands as defined by Section 404 of the Clean Water Act; interference with the movement of any native resident or migratory fish or wildlife species or with wildlife corridors, or impeding the use of native wildlife nursery sites; and/or conflicts with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or state habitat conservation plan, policies or ordinances?

Yes	No
	X

The changes proposed do not change impacts to Biological Resources as assessed in the FEIR.

V. CULTURAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources including: causing a change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; destroying a unique paleontological resource or site or unique geologic feature; and/or disturbing any human remains, including those interred outside of formal cemeteries?

Yes	No
	X

The changes proposed do not change impacts to Cultural Resources as assessed in the FEIR.

VI. GEOLOGY AND SOILS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from geology and soils including: exposure of people or structures to potential

substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure, including liquefaction, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse; being located on expansive soil creating substantial risks to life or property; and/or having 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?

Yes	No
	X

The changes proposed do not change impacts to Geology and Soils as assessed in the FEIR.

VII. GREENHOUSE GAS EMISSIONS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects related to environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions?

Yes	No
	X

The changes proposed reduce Greenhouse Gas Emissions as assessed in the FEIR by adding parking and access that will reduce vehicle miles traveled by local residents. The FEIR determined that this was not a significant impact, so this reduction, while important, does not change the status of this category.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from hazards and hazardous materials including: creation of a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes; creation of 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; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; location 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; within the vicinity of a private airstrip resulting in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Yes	No
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The changes proposed do not change impacts to Hazards and Hazardous Materials as assessed in the FEIR.

IX. HYDROLOGY AND WATER QUALITY -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality including: violation of any waste discharge requirements; an increase in any listed pollutant to an impaired water body listed under section 303(d) of the Clean Water Act ; cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; provide substantial additional sources of polluted runoff; place housing or other structures which would impede or redirect flood flows within a 100- year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps; expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or inundation by seiche, tsunami, or mudflow?

Yes	No
	X

The changes proposed do not change impacts to Hydrology and Water Quality as assessed in the FEIR.

X. LAND USE AND PLANNING -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to land use and planning including: physically dividing an established community; and/or conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

Yes	No
	X

The changes proposed do not change impacts to Land Use and Planning as assessed in the FEIR.

XI. MINERAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to mineral resources including: the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and/or loss of locally-

important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Yes	No
	X

The changes proposed do not change impacts to Mineral Resources as assessed in the FEIR.

XII. NOISE -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from noise including: exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; for projects 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, or for projects within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Yes	No
	X

The changes proposed do not change impacts to Noise as assessed in the FEIR.

XIII. POPULATION AND HOUSING -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects to population and housing including displacing substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

Yes	No
	X

The changes proposed do not change impacts to Population and Housing as assessed in the FEIR.

XIV. PUBLIC SERVICES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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

following public services: fire protection, police protection, schools, parks, or other public facilities?

Yes	No
	X

The changes proposed will positively impact Public Services by increasing access to this wildland park and for police and fire protection agencies. The FEIR did not find that there were significant impacts to Public Services, so these positive changes do not change this assessment.

XV. RECREATION -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in an increase in 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; or that include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Yes	No
	X

The changes proposed will positively impact Recreation by increasing ease of access to this wildland park. The FEIR did not find that there were significant impacts to Recreation, so this positive change does not change this assessment.

XVI. TRANSPORTATION/TRAFFIC -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to transportation/traffic including: resulting in the project being greater than one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor; increasing vehicle miles traveled in the project area compared to previous EIR and existing conditions; a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); inadequate emergency access; inadequate parking capacity; and/or a conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Yes	No
	X

The analysis of Transportation and Traffic under the CEQA Guidelines has been changed since the FEIR for the River West Fresno, Eaton Trail Extension Project was certified by the San Joaquin River Conservancy Board. The California Natural Resources Agency has adopted new CEQA Guidelines that no longer consider impacts to the Level of Service (LOS) and consider vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant

considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) regarding roadway capacity, a project's effect on automobile delay shall not constitute a significant environmental impact. Exceeding an applicable threshold of significance for VMT may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less-than-significant transportation impact. Under this new analysis methodology, the addition of a parking lot and bus access included in Alternative 1 does not increase VMT in relation to the approved project, but instead will decrease VMT for those drivers approaching the River West area from the East and Southeast. The analysis completed in the previously certified EIR does find that Alternative 1 has a potentially significant impact to future traffic delays within the neighborhood to the provision of public access at West Riverview Drive base on LOS. The supporting traffic studies (see Appendix H of the FEIR) shows that this alternative could increase traffic so that when future modeled conditions of base traffic conditions are added to the traffic generated, Audubon Drive will have a level of congestion at the West Audubon Drive and North Del Mar Avenue intersection above thresholds developed by the City of Fresno. In the staff prepared materials that were presented to the Board and to the public at the November 2018 Board Meeting, mitigation measures were proposed to address this issue, in part to alleviate perceived issues of safety for vehicles turning left from North Del Mar Avenue onto West Audubon Avenue. Although the threshold for significance has changed for this category, the Conservancy intends to negotiate a fair-share contribution to fund traffic safety improvements at this intersection and for Audubon Avenue.

XVII. TRIBAL CULTURAL RESOURCES -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to tribal cultural resources including: causing a change in the significance of a tribal cultural resource as defined in Public Resource Code §21074?

Yes	No
	X

The changes proposed do not change impacts to Tribal and Cultural Resources as assessed in the FEIR.

XVIII. UTILITIES AND SERVICE SYSTEMS -- Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause effects to utilities and service systems including: exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities, new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require new or expanded entitlements to water supplies or new water resources to serve the project; 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; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or noncompliance with federal, state, and local statutes and regulations related to solid waste?

Yes	No

The changes proposed do not change impacts to Utilities and Service Systems as assessed in the FEIR.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE: Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in any mandatory finding of significance listed below?

Does the project 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Does the project 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)?

Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Yes	No
	X

The Proposed Project, which includes the Core Project, Alternative 5b, and the Modified Alternative 1, does not result in any mandatory findings of significance as listed above.

REFERENCES USED IN THE COMPLETION OF THE ENVIRONMENTAL REVIEW UPDATE CHECKLIST FORM

Association of Environmental Professionals (AEP), 2019. 2019 California Environmental Quality Act (CEQA) Statute and Guidelines. Available at <https://resources.ca.gov/About-Us/Legal/CEQA-Supplemental-Documents> ; pgs 472

Benton v. Board of Supervisors, 1991. 226 Cal.App.3d 1467

California Public Resources Code, CPRC, Sections 40000-419; Available at <https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC>