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STATE OF CALIFORNIA  
Edmund G. Brown, Jr., Governor

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**Minutes**

**SAN JOAQUIN RIVER CONSERVANCY**

The San Joaquin River Conservancy Governing Board  
**Wednesday, March 1, 2017**  
**Board Meeting Location:**  
Fresno Metropolitan Flood Control District Board Room  
5469 E. Olive Avenue, Fresno, CA 93727

**GOVERNING BOARD**

Andreas Borgeas, Chairperson  
*Fresno County Board of Supervisors*

Brett Frazier, Vice-Chairperson  
*Madera County Board of Supervisors*

Steve Brandau  
*Councilmember, City of Fresno*

William Oliver  
*Councilmember, City of Madera*

Barbara Goodwin, Director  
*Fresno Metropolitan Flood Control District*

Carl Janzen, Director  
*Madera Irrigation District*

Julie Vance, Regional Manager  
*Department of Fish and Wildlife*

Kent Gresham, Sector Superintendent  
*Department of Parks & Recreation*

John Donnelly, Executive Director  
*Wildlife Conservation Board*

Patrick Kemp, Assistant Secretary  
*Natural Resources Agency*

Jennifer Lucchesi, Executive Officer  
*State Lands Commission*

Karen Finn, Program Budget Manager  
*Department of Finance*

Bryn Forhan  
Paul Gibson  
vacant  
*Citizen Representatives*

**MEETING AGENDA**

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chairperson Borgeas called the meeting to order at 10:02 a.m. and led the pledge of allegiance.

Michael Crow reported that the new alternate representative of the California Natural Resources agency, Julie Alvis, had taken the Oath of Office.

**A. ROLL CALL**

Name	Present	Telecon- ference	Absent	Late
Mr. Andreas Borgeas	X			
Mr. Brett Frazier			X	
Mr. Steve Brandau	X			
Mr. Will Oliver	X			
Ms. Barbara Goodwin				10:09
Mr. Carl Janzen	X			
Ms. Julie Alvis	X			
Ms. Julie Vance	X			
Mr. Kent Gresham	X			
Mr. John Donnelly	X			
Ms. Jennifer Lucchesi	X			
Ms. Karen Finn			X	
Ms. Bryn Forhan	X			
Mr. Paul Gibson				10:11

Melinda S. Marks  
*Executive Officer*

Ms. Wright confirmed that a quorum was present.

Legal Counsel Present: Michael Crow, Deputy Attorney General

Staff present: Melinda Marks, Executive Officer  
Rebecca Raus, Associate Governmental Program Analyst  
Janah Wright, Staff Services Analyst  
Heidi West, Program Manager, San Joaquin River Conservancy  
Projects, Wildlife Conservation Board

**B. PUBLIC COMMENT & BUSINESS FROM THE FLOOR**

The first ten minutes of the meeting are reserved for members of the public who wish to address the Conservancy Board on items of interest that are not on the agenda and are within the subject matter jurisdiction of the Conservancy. Speakers shall be limited to three minutes. The Board is prohibited by law from taking any action on matters discussed that are not on the agenda; no adverse conclusions should be drawn if the Board does not respond to the public comment at this time.

Mr. Borgeas welcomed the public and congratulated staff and consultants on completion of the River West Fresno, Eaton Trail Extension Draft EIR. He noted that the planning project was first funded in 2007. He also announced that an additional public information meeting will be held on March 14, 2017, at the Pinedale Community Center from 5:00 p.m. to 7:00 p.m.

**C. ADDITIONS TO THE AGENDA**

Items identified after preparation of the agenda for which there is a need to take immediate action. Two-thirds vote required for consideration. (Gov. Code § 54954.2(b)(2))

There were none.

**D. POTENTIAL CONFLICTS OF INTEREST**

Any Board member who has a potential conflict of interest may now identify the item and recuse themselves from discussion and voting on the matter. (FPPC §97105)

There were none.

**E. MINUTES**

E-1 Approve Minutes of February 1, 2017

**It was moved by Mr. Janzen and seconded by Ms. Forhan to approve the minutes of February 1, 2017, as presented. The members unanimously passed the motion as follows:**

ROLL CALL VOTE:

Name	Yes	No	Abstain
Mr. Borgeas	X		
Ms. Alvis	X		
Mr. Brandau	X		
Mr. Oliver	X		
Mr. Janzen	X		
Ms. Vance	X		
Mr. Gresham	X		
Mr. Donnelly	X		

Ms. Lucchesi	X		
Ms. Forhan	X		

Ms. Goodwin arrived at 10:09 and Mr. Gibson arrived at 10:11 a.m.

**F. CONSENT CALENDAR**

All items listed below will be approved in one motion unless removed from the Consent Calendar for discussion:

None.

**G. DISCUSSION**

G-1 Summary of Proposals and Recommendations of the Evaluation Panel to Authorize Multi-Benefit Water Quality, Water Supply, Ecosystem and Watershed Protection and Restoration Grants for the 2016-2017 Cycle

Staff Recommendation: This staff report provided an overview of the process and recommendations. No board action was recommended.

Ms. Raus reported that the total funding available for the 16/17 grant cycle is approximately \$4.8 million. The Conservancy's Proposal Solicitation Package (PSP) was released on November 14, 2016. Notices were mailed to eligible agencies and organizations, including 106 notices that were emailed to interested parties. She mentioned that there was a two month period to complete applications and the Conservancy received three grant proposals.

Ms. Raus explained the three proposals received were evaluated and scored by the evaluation panel, consisting of staff of the Wildlife Conservation Board, Department of Fish and Wildlife, State Lands Commission, and Conservancy. The panel individually scored the proposals and arrived at a consensus recommendation for the Board to fund one of the grants that was proposed by the San Joaquin River Parkway and Conservation Trust. The other two proposals were deferred from consideration until after their potential environmental impacts are considered in compliance with the California Environmental Quality Act (CEQA).

Ms. Raus added that if the Conservancy does not award all funds appropriated for this fiscal year, the money will remain available. The appropriation provides three years to encumber funds.

Ms. Forhan inquired about whether the two proposals that were not recommended would be submitted to the board at a later date.

Ms. Marks explained that it was staff's intention to submit each for approval once CEQA reviews have been completed, so that the evaluation of each proposal could include the potential environmental impacts. Otherwise, each proposal was accepted by the Evaluation Panel as having good merit. CEQA analysis could be underway in the next few months. The Conservancy's Proposition 1 grant guidelines provide flexibility; therefore, if the Board concurs, the applications can be considered as soon as CEQA is complete, and the applicants will not need to resubmit proposals the next cycle. The Board did not object to this approach.

G-1a. Authorize a Grant to San Joaquin River Parkway and Conservation Trust for the Jensen River Ranch, Jenco Farms Property Habitat Enhancement Project

Staff Recommendation: It is recommended the Board approve \$272,800 (rounded) in Proposition 1 (2014) bond funds and a grant agreement with the San Joaquin River Parkway and Conservation

Trust to implement the Jensen River Ranch Habitat Enhancement Project, Jenco Farms. Wildlife Conservation Board (WCB) authorization would be requested at their May 2017 meeting.

On inquiry from Mr. Janzen pertaining to a Department of Fish and Wildlife (DFW) Streambed Alteration Agreement, Ms. Marks stated that a permit is normally required for work on the floodplain tributary to the river. However, since no mature woody vegetation would be removed, the permit should be very straightforward.

Ms. Vance confirmed that the DFW jurisdiction does require such an agreement.

**It was moved by Mr. Oliver and seconded by Ms. Forhan to approve item G-1a, as recommended in the staff report, to authorize a grant to San Joaquin River Parkway and Conservation Trust for the Jensen River Ranch, Jenco Farms Property Habitat Enhancement Project. The members unanimously passed the motion as follows:**

**ROLL CALL VOTE:**

Name	Yes	No	Abstain
Mr. Borgeas	X		
Ms. Alvis	X		
Mr. Brandau	X		
Mr. Oliver	X		
Ms. Goodwin	X		
Mr. Janzen	X		
Ms. Vance	X		
Mr. Gresham	X		
Mr. Donnelly	X		
Ms. Lucchesi	X		
Ms. Forhan	X		
Mr. Gibson	X		

**G-2 Informational Workshop on River West Fresno, Eaton Trail Extension Draft Environmental Impact Report (EIR)**

Staff Recommendation: This workshop was for informational purposes. No Board action was recommended or taken at this meeting.

Workshop Format, Conduct, and Submission of Written Comments

The Draft EIR was released for public review and comment in compliance with the California Environmental Quality Act (CEQA) on February 15, 2017, and may be accessed at [www.sjrc.ca.gov](http://www.sjrc.ca.gov). A summary of the Draft EIR and CEQA review process was presented at the Board meeting. The Board and the public had the opportunity to ask questions regarding the environmental impact analysis of the proposed project as presented in the Draft EIR. Comment cards for workshop attendees to submit written comments on the Draft EIR were provided at the meeting.

Melinda Marks and David Young of AECOM provided an overview of the Draft EIR.

Ms. Marks stated that the primary objective of the proposed project is to extend the Eaton Trail. The existing multi-use Eaton Trail is an approximately six mile segment; the project plans to extend the trail about two and a half miles. The proposed project would provide adequate onsite parking, and an ADA-accessible trail. The proposed project would include secondary hiking trails to the river, pedestrian and bikeway connections

to the existing Bluff Trail and a stairway to Spano Park. The underpass at the Perrin Avenue alignment located under Highway 41 provides the additional room needed to connect the trail to the existing segment. An entrance will be at that location and a parking area. The parking area will provide space for some equestrian trailers, since the multi-use trail will provide a parallel unpaved equestrian trail.

Ms. Marks noted that the proposed project will connect to the existing Bluff Trail with pedestrian/bicycle entrances at Churchill Avenue and at Riverview Drive. The parking area will include landscaping for shade and screening. Restrooms will be included, one in the parking area and one along the trail. Adequate operations and management must be provided.

Ms. Marks stated the proposed project is expected to have less than significant impacts with the incorporated mitigation measures, with the exception of one unavoidable significant impact related to Environmental Justice. She then presented an overview of the five alternatives for the proposed Project that the Board members at its discretion can instead decide among, and compared the potential environmental impacts: 1. Added Parking; 2. Bluff Trail Alignment; 3. River's Edge Trail; 4. No Parking; and 5. Access from Palm and Nees Avenues. A sixth alternative is the No Project alternative.

On inquiry from Mr. Brandau about the cost of the project, Ms. Marks and Mr. Young reported that the scope of an Environmental Impact Report does not include cost analyses.

Ms. Marks explained a mitigation measure required for Alternative 1: the consultant's traffic study indicated the intersection of Del Mar and Audubon avenues was subject to traffic delays and the potential for accidents. The City of Fresno has long planned for traffic controls at that intersection, such as a traffic light or roundabout.

Mr. Young stated that the City of Fresno performed traffic study for the Del Mar and Audubon intersection within the past few years.

Mr. Borgeas commented that there was an indication at the time of the study that there was not sufficient traffic volume to install a traffic light.

Ms. Marks described the three possible trail alignments. Alternative 2 the Bluff Trail alignment, is closer to the toe of the bluff's slope to benefit those who wish to travel quickly across the River West property. The Alternative 3 trail alignment proposes to bring the trail closer to the river. It would be constructed on a narrow berm along the river. The proposed trail would require a crossing such as a bridge or equalization saddle in the location where the berm is breached. There are greater potential impacts for Alternative 3, so it incorporates added mitigation to protect natural resources and water quality.

Mr. Brandau asked whether the Board could consider Alternative 3 since there are water quality and habitat issues. Ms. Marks explained that the potential impacts of Alternative 3 on water quality and habitat would be reduced to less than significant with additional mitigation measures proposed for that alternative in the Draft EIR. However, Alternative 3 is not consistent with the Conservancy's Parkway Master Plan policies requiring a setback or buffer from the river to allow for protection of the riparian corridor. The policy recognizes that in some cases it is not feasible to meet the setback/buffer, but in this case the setback is feasible, as provided by the proposed Project's trail alignment. This is determined in the Draft EIR to be a significant unavoidable impact of this alternative.

Mr. Brandau asked legal counsel if the Board had legal constraints with regard to approving a project that is not consistent with the Parkway Master Plan and if the Board would need to amend the Master Plan if Alternative 3 is chosen. Mr. Crow responded that he will look into the issue.

Mr. Young presented information about the five different configurations evaluated to determine Alternative 5—public access from the vicinity of the intersection of Palm and Nees avenues. These configurations were

reviewed in the technical studies per Board direction. The configurations were developed by the City of Fresno. Each of the configurations involved private property. Mr. Young reported during the period from 1940 to 1970, the property described in the various configurations of Alternative 5 was used for landfill and disposal. The five configurations were investigated and the selected Alternative 5 configuration posed the least engineering challenges and risks to public health and safety. The evaluation is described in the Draft EIR and the selected Alternative 5 is reviewed for environmental impacts in the Draft EIR. If the Board chooses to approve and implement Alternative 5, the properties will require Phase II investigations and remediation as described in the mitigation measures.

Mr. Donnelly questioned if the trail alignment in Alternative 5 at the base of the Spano property could be set back from the river in accordance with the Parkway policy. Ms. Marks responded that in this case it would not be feasible to achieve the setback due to the topography (bluff on one side, riverbank on the other) and adjacent landfill. Mr. Young added that the area between the river and the toe of the bluff is very narrow, in some areas only 8 feet.

Mr. Young added that Alternative 5 requires securing additional public access easement rights and property, which must be accomplished with a willing landowner.

In conclusion, Ms. Marks reminded members of the Board and public to comment in writing by April 15, 2017.

#### Board Comments

On inquiry from Mr. Borgeas about the number of parking spaces provided for the proposed project, Mr. Young replied that there are fifty parking spaces, plus trailer parking for equestrian staging, plus 40 for each of the added parking alternatives (with no added trailer parking).

Mr. Borgeas asked how canoe launching would be accommodated. Ms. Marks informed him there are no improved boat launches included in the proposed project, although the vehicle turnaround for Alternative 5 is next to the river. She mentioned that there are canoe launches nearby at Sycamore Island and Wildwood Native Park.

Mr. Borgeas also asked whether the proposed stairway from the floodplain to Spano Park is on public property. Ms. Marks stated that the stairway would be on City of Fresno property.

Mr. Borgeas asked whether the Board could approve combined alternatives, for instance combine Alternatives 1 and 3. Ms. Marks suggested that he provide that comment in writing for proper analysis in the Final EIR.

Mr. Borgeas asked legal counsel if the Board may approve Alternative 5 and implement the project in different phases. Mr. Crow responded that once the Board has certified the EIR, it may approve the selected project and implement it over time.

Mr. Borgeas also asked if the Board can approve the proposed project, and defer action on Alternative 5, to revisit its approval later. Mr. Crow indicated that it may.

Mr. Gibson asked if the proposed project and Alternative 2 contained hiking trails to the river in roughly the same places as the multi-use trail for Alternative 3, the River's Edge trail. Ms. Marks replied that the alternatives other than Alternative 3 included river access hiking trails in the same areas; however, there would not be a bridge, culvert, or equalization saddle to cross the breach on the riverbank.

Mr. Gibson asked if parking at Spano Park was considered in the proposed project for additional parking. Mr. Young replied that there will be no construction to modify parking at Spano Park; there is existing public

parking. There will be construction of a staircase from the park to the proposed trail; therefore, there would not be ADA access at that location.

In response to Ms. Forhan, Ms. Marks clarified that the Board members may submit comments as individuals. The Board will not be taking action to arrive at a consensus for collective comments. That said, if, for example, Councilman Brandau submits comments on a City of Fresno letterhead that would be considered an official comment as a representative of the City.

Ms. Forhan also commented on whether the number of parking spaces was adequate. Mr. Young responded that the proposed project includes 50 spaces, with 40 additional parking spaces provided by Alternative 1 or 5.

Mr. Oliver asked whether the private landowners within the Alternative 5 site have been consulted and contacted. Ms. Marks responded that two of the private property owners, Mr. Spano and Mr. Tutelian, have been aware of the Conservancy's plans for public access for a long time. When the Board first considered adding the Alternative 5 site to the EIR, all three of the property owners were informed and two of them participated in the Board meetings at that time. Subsequently, during preparation of the Draft EIR the owners have not been consulted; they received a notice of availability of the Draft EIR at the same time as the Board and members of the public.

Ms. Vance expressed concern about the landfill cleanup costs and whether past responsible parties were required to help financially. Ms. Marks replied that the wider area has been the subject of many investigations and cleanups, including the Vendo and Calcott cleanups.

Mr. Donnelly added that the State would not intentionally acquire land without the property owner reducing/eliminating the risks and liabilities associated past wastes and contamination. He also stated that if the State did purchase contaminated property, the State would likely be responsible for cleaning it up.

In response to a question from Mr. Gresham, Ms. Marks responded that there are maps of the designated floodway and the 100-year floodplain in the Draft EIR. She briefly outlined the affected areas.

Mr. Donnelly asked if the old gravel haul road identified in Alternative 5 was still in use. Mr. Young replied that it is no longer in use by a gravel mining operation. Mr. Donnelly recalled that it led to the bridge that crossed into Sycamore Island, which was removed from the river when the gravel plant closed.

Mr. Borgeas asked if a canoe launch could be added to the proposed project. Ms. Marks stated that a canoe launch was not included in the proposed project description and Draft EIR. The proposed project and alternatives had been developed under Board direction over several years. A canoe launch can be added later as a new project with additional environmental review tiering from the EIR.

#### Public Comments:

Mr. Tony Molina with the Fresno County Bicycle Coalition noted that the City of Fresno is considering its proposed Active Transportation Plan. Could the proposed project connect with the trails in this plan? He commented that the proposed bicycle trail should not connect near the Palm and Nees Avenue intersection, because the volume of traffic makes bicycling difficult. For example, the project should connect with the Harrison Avenue Trail.

Ms. Marks responded that the proposed Project is designed to connect to the planned regional bikeway and trail system at the existing Lewis S. Eaton Trail segment, eventually with the 22-mile planned Parkway multi-use trail, with the existing Bluff Trail, and eventually with the Harrison Avenue Trail.

Ms. Sheila Hakimipour, a resident of Fresno, asked if the positive economic impacts of the proposed project on the City had been analyzed. Ms. Marks responded that a CEQA environmental impact review is not required or intended to produce an analysis of economic impacts.

Ms. Hakimipour inquired about the timeline to implement the Project. Ms. Marks stated that the timeline is not addressed in the EIR, but it does state the steps that need to be taken to implement the project.

Ms. Hakimipour asked whether the entrance for Alternative 1 would open at Riverview Drive before installing new traffic signal lights at Audubon Avenue. Ms. Marks confirmed that the mitigation measure requires that the signal or roundabout be installed first.

Ms. Hakimipour asked if the proposed project includes provisions to connect to community and regional trails. Ms. Marks explained that the proposed project will connect to the existing Lewis S. Eaton Trail, a segment of the planned Parkway-long trail. It will connect to the existing Bluff Trail, and the Parkway Master Plan is designed to be integrated into the regional trail systems.

Mr. Barry Bauer, a resident of Fresno, identified areas currently under water with current high flows and stated that it should be okay to site trails in inundated areas. He identified the location of the past construction waste disposal site where a parking area would be located for some of the routes studied and eliminated from further consideration; and the steep bluff behind the ponding basin, where an access road would be located for the 5b route studied but not included in the alternatives. He expressed his support for route 5b. Mr. Bauer also mentioned that he developed a proposal to locate parking under the Highway 41 overpass which could accommodate 25 spaces. He advocated for equestrian staging/trailer parking to be located on the Madera side of River West, rather than at the proposed project.

Mr. Cliff Tutelian, a resident of Fresno, applauded the effort in thoroughly investigating alternatives. He commented that Alternative 5 seems like a reasonable route at face value. Mr. Tutelian stated that he would like the following to be discussed in the Final EIR: How were the number of parking spaces determined? Is the parking adequate for the expected use? Are there enough parking spaces to protect against trespass parking on private property and parking on public streets?

In response to Mr. Tutelian, Ms. Marks reported that the size of the parking areas were designed early on by the landscape architect, in accordance with typical parking provided for open space and trail access and with the direction provided after several years of scoping by the Conservancy.

Mr. Young added that the parking areas are designed to allow access for visitors, but retain the open space character and enjoyment of nature at the site.

Mr. Tutelian commented that the project's operations will need to include policing, signs, and fencing. There should be an analysis of how the citizens will utilize the natural amenities. He stated staff has not contacted him, other than by the public notices. He commented that, although this is an environmental analysis, the Board should be looking at the costs of the project, both for capital costs and operations. There are serious financial considerations among the alternatives. With regard to Alternative 5, having gone through landfill investigations and cleanups at his property, he is well aware of the costs. He noted that the alternative deemed to present the least impacts may be the most expensive, and expressed concern that there are no identified funds for operation and maintenance of the project.

Mr. Tom Bohigian, a resident of Fresno, stated that the Board needs to find good solutions for this project. He mentioned that successful cities embrace their rivers. In Fresno, many citizens have little to any knowledge or experience with the San Joaquin River. He mentioned that, aside from the challenges, the proposed project presents great opportunities. He stated that parking and public vehicle access on the Fresno side is needed, including canoe launches and river access opportunities. He said that Spano Park is unknown to the community and that there is no sign to encourage public use. Parking lots and roads on



hazardous materials sites can be engineered and built, but it is not a good idea when other options are available. The City of Fresno had good foresight when it decided to keep development out of the floodplain. There is an opportunity to create special places to go for the people of Fresno. He stated that the visitors from Fresno should not have to travel a circuitous route into Madera to visit a park site. He stated the importance the project for families who are in the Fresno and Madera area. He mentioned that, in the past, the people created a landfill on the bluff overlooking the river, but this time around our decisions will be better. He wants to see the project executed in a time-efficient manner.

Mr. Ken Harrington, member of Fresno Cycling Club, noted that the hill at the current terminus of the Eaton Trail is very steep and something should be done to make it safer. A good place for canoe access is available at the river adjacent to Highway 41. He mentioned that the proposed stairs at Spano Park will not work for cyclists. He added that the American River Parkway in Sacramento has "gold standard" designs for its bicycle trails; it's important that cyclists and pedestrians are separated for safety.

Ms. Sharon Weaver, Executive Director of the San Joaquin River Parkway and Conservation Trust, stated that the project is near and dear to the River Parkway Trust. The organization and Conservancy have been working on it for more than 10 years. She presented some initial questions such as: How will the existing community Bluff Trail provide for bicycle access, since it is not currently designed or signed to provide bicycle use? The Trust believes the Riverview Drive public vehicle entrance is necessary for the project. She mentioned that the site has been a large public investment, so there should be equitable public access to regional citizens of Fresno and Madera. Regarding the public roads and the 60' wide access-way leading into the property at Riverview Drive, what traffic capacity were these roads designed to handle when the property was intended to be developed into a subdivision? Regarding operations and maintenance, how will the site be managed? The plan refers to an unmanned entrance pay station. She also asked if the proposed Project and Alternative 3 are consistent with the Parkway Master Plan policies that require setbacks from residential properties. Last, why is Environmental Justice a significant unavoidable impact of the proposed Project, when it can be avoided by providing for an entrance on the Fresno side, as is possible with Alternative 1?

Mr. Kevin Peters, resident of central Fresno near Dakota and Maroa Avenues, believes that providing for public vehicle access only by driving several miles into Madera County and back, as under the proposed Project, is unreasonable and unacceptable for Fresno residents.

Mr. Lucky Siphongsay, with Fresno Interdenominational Refugee Ministries (FIRM), stated that the proposed Project fails to provide effective and equitable public vehicle access for Fresno residents. He said that FIRM supports providing alternative public vehicle entrances, either Alternative 1 or 5. He urged the Board to have "a big heart" for Fresno residents and approve either Alternative 1 or 5.

Mr. John Kinsey, Attorney at Wanger Jones Helsley, represented many of the nearby homeowners. He stated that written comments will be submitted on their behalf as well. He noted that the 2035 Fresno City General Plan provides an option for public vehicle access to the Parkway at Palm and Nees, which would provide equitable access for the community. The General Plan does not support public vehicle access at Riverview Drive at the intersection of Del Mar and Audubon avenues, where residents normally experience delays waiting to enter Audubon safely. He mentioned that Alternative 1 would create additional traffic. Mr. Kinsey's neighborhood clients have concerns about Alternative 1 that will be expressed in their comments.

With no further public comments, Chairperson Borgeas requested Board Comments.

Mr. Brandau stated that the Fresno City General Plan 2035 does not support public vehicle access as proposed in Alternative 1. The options would send additional traffic through a residential neighborhood.

Ms. Vance commented that usually "residential streets" are those with homes facing them. There are no homes facing the streets that would be used for access to the Alternative 1 entrance. She asked whether

the analysis specifically looked at Riverview Drive and its configuration, which was designed to accommodate much larger traffic volume into the planned subdivision at the site.

Mr. Brandau added that there are substantial traffic problems at Audubon; therefore the proposed project will create a serious additional problem.

Mr. Gibson asked what exactly was the parking and traffic analysis based on. Ms. Marks stated that the traffic analysis and air quality analyses are in the appendices and were based on the projected visitation. She stated that the number of parking spaces was determined by the AECOM landscape architect who worked on the project, consistent with open space uses and visitation.

Ms. Vance asked why the designers decided on 50 parking spaces instead of (for instance) 200?

Mr. Brandau recommended that the DEIR should take a demand approach to determining the parking needs.

Mr. Young stated that the landscaping decision was a conceptual design believed to meet the requirements of visitors and the open space use of the river bottom.

Ms. Goodwin expressed concern if the traffic analysis was performed by the landscape designer who created the parking plan. Ms. Marks assured her that the air quality and traffic technical analyses in the Draft EIR and its appendices were prepared by AECOM's traffic and air quality engineering consultants, not by the landscape architect.

Mr. Janzen stated that in relation to the parking design, and the project, the Board needs to consider what the growing community in Fresno and Madera will need twenty-five years from now, not just what would be needed in five years when the project could be built. The project should be built for the future, even if that means over-building now.

Mr. Borgeas reminded those who planned to attend the March 14, 2017, community workshop for the Draft EIR, of the need for written comments, and reminded those present of the intent that this will be brought to the Board for approval at meeting(s) in June.

Mr. Borgeas closed the workshop at 12:44 p.m.

#### H. ADMINISTRATIVE AND COMMITTEE REPORTS

If time allows, the following oral reports will be provided for informational purposes only, and may be accompanied by written reports in the Board packet. No action of the Board is recommended.

There were none.

#### H-1 Organizations

H-1a San Joaquin River Parkway and Conservation Trust

H-1b RiverTree Volunteers

#### H-2 Deputy Attorney General

#### H-3 Executive Officer

#### H-4 Board Members' Reports

Mr. Borgeas reported on the ad hoc committee's attempt to meet with McCaffrey corporation representatives to reengage about elements of the potential partnership discussed before the Board in September 2016. The McCaffrey group declined to meet.

I. EXECUTIVE SESSION

None.

J. NOTICE OF BOARD, ADVISORY, AND PUBLIC MEETINGS

None.

K. NEXT BOARD MEETING DATE

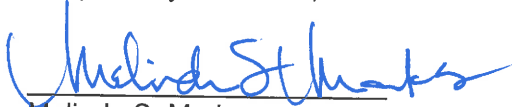
**The next meeting of the Board will be held April 5, 2017, at 10:00 a.m.** (This meeting was subsequently cancelled through proper notice.) (Please note, an earlier start time will be observed March through October.)

L. ADJOURN

**Chairperson Borgeas adjourned the meeting at approximately 12:47 p.m.**

Board meeting notices, agendas, and approved minutes are posted on the Conservancy's website, [www.sjrc.ca.gov](http://www.sjrc.ca.gov). For further information or if you need reasonable accommodation due to a disability, please contact Janah Wright at (559) 253-7324 or [Janah.Wright@sjrc.ca.gov](mailto:Janah.Wright@sjrc.ca.gov).

Respectfully submitted,



Melinda S. Marks