

Recompiled
SAN JOAQUIN RIVER PARKWAY MASTER PLAN

FOR THE

SAN JOAQUIN RIVER CONSERVANCY
Adopted on July 20, 2000

PREFACE

This document constitutes a recompilation of goals, objectives, and policies from the Interim Master Plan for the San Joaquin River Parkway and the mitigation measures, commitments from Resolution 97-9 certifying the Environmental Impact Report for that plan, and Resolution 97-10 adopting findings of fact and statement of overriding considerations in adopting the San Joaquin River Parkway Interim Master Plan as the Master Plan for the San Joaquin River Parkway. It has been prepared to provide a more concise and understandable policy document for the benefit of affected local government agencies and the public.

In preparing this recompilation, care has been taken to retain the specific wording from the above referenced source documents. No explicit or implied modification to guiding goals, objectives, and policies or more specific measures are intended.

Approved and adopted by
the San Joaquin River Conservancy Governing Board
on July 20, 2000.

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SAN JOAQUIN RIVER PARKWAY MASTER PLAN

❖ INTRODUCTION

➤ HISTORY

In 1988, people concerned with the future of the San Joaquin River formed the San Joaquin River Parkway and Conservation Trust (the River Parkway Trust) a private nonprofit organization. Awareness of the loss of 94 percent of the San Joaquin Valley's wetlands and urban development converting wildlife habitat provided the basis for the local concern about river resources. Other residents were concerned about the continuing tradition of recreation activity within and along the river. Awareness of the river and the need for comprehensive planning with multiple jurisdictional coordination for resource management led to state legislative action.

The State Legislature passed Assembly Bill No. 3121, introduced by Assembly Member Jim Costa, (Chapter 1025 of the Statutes of 1990) as an urgency measure. This legislation provided funds for a San Joaquin River Parkway Task Force (Task Force) to seek community participation in the planning process to develop a plan based on general goals described in the legislation. Task Force members included representatives of state and local governmental agencies and various organizations with interest in and of the river and effects of the parkway. The legislature directed the planning process to attain a high degree of consensus among the members of the Task Force. The final draft of the San Joaquin River Parkway Task Force Plan (Task Force Plan) was issued March 13, 1992.

Through additional state legislation, the San Joaquin River Conservancy (Conservancy) was created to serve as a managing entity for and to promote and establish the proposed Parkway as envisioned in the 1992 Task Force Plan. In this capacity the Conservancy adopted an interim plan derived from the Task Force Plan in 1995.

➤ THE SIERRA WATERSHED

The San Joaquin River emerging from the Sierra Nevada foothills has carved its channel into a landscape of a broad river bottom corridor flanked by bluffs varying in steepness. The river serves as the boundary between the counties of Madera and Fresno. On either side of the river corridor are urban centers in the respective counties growing progressively toward the river. The corridor is primarily designated for agricultural and open space uses in the local planning documents. Several studies, including the *San Joaquin River Reconnaissance Study, 1986*, identify and document the constraints associated with the river corridor or riverbottom lands. These constraints include flooding, riparian habitat, surface water flow, land ownership, sand and gravel resources and operations and topography.

➤ **SAN JOAQUIN RIVER**

The San Joaquin River is the principal natural feature of not only the Fresno-Madera metropolitan area but also of the entire San Joaquin Valley. The river and many areas of the riverbottom between Friant Dam and the Highway 99 offer attractive recreational opportunities and have significant natural habitat areas. The principal economic uses are agriculture, sand and gravel extraction, and aquaculture. These characteristics subject the area to diverse and often competing interests. While the area is attractive in both its natural state and for development for urban uses, urban use development can be problematic. Development characteristically results in the clearing of land to allow for construction, excavation, or landscaping that impinges on plant and wildlife habitat. The area also presents hazards to development from flooding. Water quality problems may occur if the groundwater is degraded by development. There is a great potential for adverse impacts and, therefore, a need for specialized planning.

➤ **PLANNING AREA**

The Conservancy's enabling statute describes a planning area within which the Parkway Plan would be implemented. Thus, the Parkway Plan is guided by a set of criteria for the formation of the Parkway and uses a planning areas description for its "boundary".

The Parkway Plan includes portions of Fresno and Madera County and the City of Fresno. This area is approximately 23 miles long, from river mile 267.6 at the face of Friant Dam to the state Highway 99 at river mile 243.2 (see Figures 3-1a,b) on both sides of the river.

The Parkway Plan area, described legislatively and by the plan, varies in width from a narrow wildlife corridor where the river bluff is steep and close to the river, to extensive areas of several hundred acres that maybe suitable for a natural reserve or recreation area or are already used as parklands. The Parkway and the areas and features proposed for the Parkway are depicted in Figures 3-1a,b. This conceptual diagram is not a planning document with land use designations but rather a graphic depiction of the Parkway vision and objectives. As such, any proposed recreational facility including trails, interpretative centers, staging areas and so forth are depicted in a generalized location and are not intended to be site specific.

The planning area includes land and water segments that are candidates for acquisition or Parkway management in order to connect existing Parkway elements, to improve the ecological values of the parkway, or to provide for additional recreation opportunities. Marking the general area of the Parkway on a map or describing it in this Plan is for planning purposes only. It does not and is not intended to initiate or to represent possible acquisition activity nor does it represent current proposed development activity. Future actions will determine the ultimate extent of the Parkway and the particular land and water areas included within it.

The general location recommended for the Parkway is based on a complex interaction of

numerous factors: existing riparian vegetation and other sensitive plant communities (virtually all areas are included within the Parkway planning area); the potential for vegetation restoration in areas where gaps in the wildlife corridor exist; habitat for foraging, nesting, and breeding; wildlife movement patterns; land and water areas anticipated to be reclaimed from sand and gravel mining; flood hazard areas; visual impacts, as viewed from the river and from bluffs; existing recreation patterns; current and future recreational needs; available access routes into the river bottom from urban areas; hazards and public safety considerations; location of existing publicly owned land; opportunities to purchase privately held lands or obtain easements; existing land use patterns and adjacent land uses; compatibility of existing and proposed land uses in the Parkway and adjacent areas.

“Public access” as used [herein] does not imply public property, but only land use conditions similar to public access areas.

Approximately 2,900 acres of the estimated 4,650 total acres that are not publicly owned or operated and are within the general Parkway area may be sought in the future for acquisition by the Conservancy for public use as recreation areas, trail corridors, or other natural reserves. Of this 2,900 acres, approximately 950 acres are located in Madera County, and 1,950 in Fresno County. The remaining 1,750 acres consist of lands suitable for public and private uses in private ownership. In addition, acquisition of some large parcels may result in a part being used as a recreation area or natural reserve and the remainder not suitable for those purposes being sold or exchanged as surplus to Parkway needs. It is also anticipated that opportunities for Parkway expansion through land dedication, mitigation lands, land bequeathed, or land offered for purchase would occur throughout the life of the Parkway.

Land use permitting authority remains with the local jurisdictions.

➤ **EXISTING PLANS**

The Parkway plan affects three jurisdictions: the County of Fresno, the County of Madera, and the City of Fresno. Each entity’s existing general plan (or applicable community plan) and zoning requirements are similar as they relate to the Parkway, but have sufficient differences such that they lack common zoning and general plan terminology.

The following general plans and community plans have been reviewed to assure that this Parkway plan is consistent with them:

- County of Fresno General Plan
- County of Madera General Plan (1995)
- City of Fresno General Plan 1984 (in revision), including the:
 - Woodward Park Community Plan 1989
 - Bullard Community Plan 1988

Cumulatively, the adopted plans, ordinances, codes, and policies of the counties and the city indicate strong concern for protection of the San Joaquin River and the riverbottom. The Parkway plan conforms with the existing plans in all important respects, including, in particular, minimum acreage requirements for development. This Parkway plan is intended to further the process of carrying out the policies and meeting the goals of those plans.

❖ THE PARKWAY PLAN CONCEPT

Implementation of a San Joaquin River Parkway consistent with the goals of natural resources protection, public education, and low impact recreation requires a Parkway Master Plan which includes both natural resources, educational and recreational elements. In recognition of the need to coordinate the work of the Parkway with private property owners and with the programs of the appropriate land use and regulatory agencies, the elements of the Parkway Master Plan must, at least initially, be programmatic and conceptual in scope.

The Parkway Plan is a conceptual plan derived from natural features of the San Joaquin River, its wildlife and aquatic resources, and the constraints and opportunities of the river and its surrounding conditions. Thus the development of the **Parkway Plan**, described throughout this document, **is based on the goals to preserve, protect and restore the natural resource values of the river corridor and to provide public use of the river without adverse effects on these resources.**

➤ GOALS, OBJECTIVES, AND POLICIES

The goals, objectives, and policies, **stated throughout this document**, are compiled and organized so they can also be considered and acted on by the three affected jurisdictions with land use regulatory authority: the County of Fresno, the County of Madera, and the City of Fresno. It is anticipated that each jurisdiction will take separate action to incorporate these goals, objectives, and policies into its General Plan or the applicable community plan. The effectiveness of these goals, objectives, and policies in guiding the realization of the Parkway will depend, however, on the extent to which the action taken by each jurisdiction conforms to the actions of the other two.

Having the same goals, objectives, and policies among the three jurisdictions will facilitate the more uniform implementation of the Parkway plan and will enable the proposed San Joaquin River Conservancy to carry out its responsibilities in land acquisition and Parkway operations on a consistent basis in all three jurisdictions.

In addition, having the same goals, objectives, and policies is important from the standpoint of consistency and fairness in dealings with affected landowners, particularly with respect to each jurisdiction being able to offer the same incentives to landowners for avoiding or minimizing impacts to the Parkway as are available to landowners in other jurisdictions.

▪ Fundamental Goals

The goals expressed for the Parkway reflect a general agreement that it should provide for a harmonious combination of low-impact recreational uses, education, and natural resource protection; and, that the Parkway's activity sites should be chosen so as to have

minimal impact on adjacent private property. Beyond this level of agreement, the particular human activities to be provided for in the Parkway become a largely subjective effort that achieves an appropriate balance between facilitating recreational and educational pursuits, protecting wildlife and isolating habitat from human habitation and activities.

Rather than selecting a single approach, these goals, objectives and policies support a varied plan which includes natural reserves where wildlife protection predominates, recreation and education areas where such use is appropriate to the environmental setting and surroundings and can be accommodated, and transitional areas which blend the interface between different Parkway, and non-parkway, use areas.

In the course of public meetings and workshops in the community and numerous individual conversations and written communications, the following fundamental goals were expressed for the San Joaquin River and adjacent riverbottom areas:

- FG1 Preserve and restore a riparian corridor of regional significance along the San Joaquin River from Friant Dam to the Highway 99.
- FG2 Protect wildlife species that depend on or prefer the river environment for at least part of their existence.
- FG3 Provide for conservation, education, and recreation, particularly a continuous trail, in a cooperative manner with affected landowners.
- FG4 Protect irreplaceable natural and cultural resources in a way that will also meet recreational and educational needs.
- FG5 Protect existing undeveloped areas of the riverbottom, which should remain non-urbanized and be retained in open space or agriculture if feasible.
- FG6 Provide land use and management policies for the San Joaquin River and areas of the riverbottom included in the Parkway that will enhance the attractiveness of the Fresno-Madera metropolitan area and enhance the quality of life of its residents.

These fundamental goals apply to the wildlife corridor, natural reserves, and recreation areas within the Parkway.

➤ **PARKWAY COMPONENTS**

▪ **The San Joaquin River**

The San Joaquin River is the fundamental component of the Parkway. The river has many beneficial uses and functions today as aquatic habitat, a route of travel, a water source, a channel and floodway for transporting floodwaters, a place to engage in recreation, and an outstanding scenic area of the Fresno-Madera metropolitan area.

▪ **Existing Publicly Owned Lands**

Existing publicly owned land and water areas at various locations fronting on, or close to, the river between Friant Dam and the Highway 99 are considered by many in the community as existing elements of an already emerging Parkway Plan. Some of these lands are currently available for public recreational use, such as Lost Lake Regional Park, and Woodward Park. Others protect habitat lands, such as the San Joaquin River Ecological Reserve (consisting of the separate Milburn and Willow Unit) owned by the California Department of Fish and Game. These areas have not yet been developed to accommodate public visitation.

Public lands also include public trust lands held in trust by the state which consist of the fee title interest between the historic, natural low water marks and a public trust easement between historic, natural ordinary high water marks along the river.

▪ **Wildlife Corridors – What They Should Be**

Wildlife Corridor means land and water areas parallel to and along the San Joaquin River that are of sufficient width to facilitate the movement of large mammals between habitat areas. The corridor would provide a variety of nesting and foraging areas for wildlife species that depend on or prefer the river environment for at least part of their existence, and it would enhance and protect the aquatic habitats of the river and nearby wetlands. Wildlife corridor also means a branch corridor in a ravine connecting Little Table Mountain with the river. In wildlife corridors, natural resource protection predominates, but compatible levels of human activity, principally trail use, canoeing and nature observation are allowed, with trails and footpaths aligned to skirt as much of the wildlife corridor as possible and buffered to minimize human impacts.

▪ **Wildlife Corridor – Where They Should Be**

- The Parkway Plan proposes to create new wildlife habitat to connect areas of natural vegetation currently separated by sand and gravel operations or other development activities. These habitat connections will be accomplished through an active

vegetation restoration program using appropriate local plant species. In some areas along the river, where the width of the riparian vegetation is narrow (e.g., less than 200 feet), it is recommended that the width of the wildlife corridor be increased to a minimum of 200 feet on both sides if feasible from topographic and hydrological standpoints.

- Wildlife corridor connections need to be reestablished between riparian habitat ending east of Highway 41 and the Fig Garden Golf Club to the west. Past sand and gravel mining operations have created many large ponds between Highway 41 and the golf course, with the resultant removal of most native vegetation. These ponds offer a significant barrier to many wildlife species and reestablishing viable riparian habitat around these ponds would significantly enhance wildlife resources along this portion of the Parkway.
- A much smaller habitat gap (approximately 1,500 feet) exists along the river west of Highway 99, just south of an old dirt landing strip on the Madera County side of the river, and is recommended for vegetation restoration to reestablish the continuity of the wildlife corridor.
- Riparian vegetation restoration should be carried out along the Madera County side of the riparian corridor between Ledger Island and the North Fork Road (Madera County Road 206) crossing, or steps should be taken to enhance opportunities for the corridor to revegetate on its own. A 100-foot increase in width is recommended beyond the current riparian boundary. In areas where no riparian vegetation remains along the river bank, a 200-foot band of riparian vegetation is recommended to be reestablished to the maximum feasible extent. Revegetation along the Madera County side of the corridor is especially important in areas where significant recreational activity is expected on the corresponding Fresno County side of the river, Lost Lake Regional Park being a prime example. This additional habitat will act as a refuge from the effects of human activity on the Fresno County side.
- Additional width of habitat would also be a benefit to wildlife in the narrow riverbottom west of Highway 99. Because of the narrowness of the river channel along this portion of the river, significant increases in corridor width may not be possible. Hydrological studies outlining location of the water table and flood control requirements will be needed to adequately assess revegetation possibilities along this part of the riverbottom.
- The reestablishment of grassland or oak-savannah habitats in certain locations can also act as important elements in enhancing the wildlife corridor, as well as provide additional valuable wildlife habitat and increased habitat diversity. These habitat types would be appropriate in upland locations where riparian vegetation would be inappropriate.

- The San Joaquin River and Little Table Mountain corridor, which is in a large ravine on the Madera County side of the river opposite the Ball Ranch, should be preserved and possibly enhanced for large mammals (e.g., mule deer, mountain lion, coyote, etc.). A minimum 300 feet of natural vegetation is recommended to be maintained in this ravine up to the blufftop. Providing for revegetation may be necessary to enhance cover in this corridor.

▪ **Natural Reserves**

This Parkway plan has a number of elements that would directly or indirectly affect the natural resources within the proposed Parkway. The following discussion outlines the goals and proposed features of the Parkway that will promote the long-term preservation, enhancement, and appropriate public enjoyment of the plant and wildlife resources of the San Joaquin River and the adjacent riverbottom.

• **Natural Reserves – What They Should Be**

Natural Reserve means land and water areas managed as habitat for plants and wildlife. Natural resource protection predominates, but compatible levels of human activity, principally trail use, canoeing, fishing, and nature observation are allowed. Examples of existing natural reserves are the Willow and Milburn Units of the San Joaquin River Ecological Reserve and portions of Lost Lake Regional Park.

The diversity of habitat types within this portion of the river floodway is high, and includes river channel, riparian woodland, grassland, oak woodland, pond, and freshwater marsh. Important wildlife resources known to inhabit this area include numerous raptors (both breeding and roosting), including roosting and foraging bald eagles. (The Planning Center 1989b), a great blue heron/great egret rookery, breeding ducks, wintering Canada geese, mule deer, bobcat, coyote, San Joaquin pocket mouse, and potential valley elderberry longhorn beetle habitat. Many other migratory waterfowl and passerine birds make use of this habitat on a seasonal basis.

• **Natural Reserves – Where They Should Be**

The Parkway Plan proposes to establish a large natural reserve along the river between Friant Dam and Highway 41. The area would encompass Ledger Island, Rank Island, portions of the Ball Ranch and the Willow Unit of DFG's San Joaquin River Ecological Reserve. This segment of the river represents the best wildlife habitat currently extant within the proposed Parkway in terms of extent, quality and

habitat diversity, and it deserves special consideration and protection. Efforts should be made to acquire the greatest extent of land and water areas possessing these habitat values along both sides of this reach of the river. There is also the potential to expand this reserve through vegetation restoration programs and the purchase of adjacent natural lands and lands with restoration potential.

Other natural areas along the riverbottom also have high wildlife values. Downstream, the Millburn Unit of the DFG's San Joaquin River Ecological Reserve will be restored and managed for fish and wildlife. Other areas - predominantly those with riparian vegetation or restoration potential - should be acquired for inclusion in the wildlife corridor.

▪ **Fisheries**

The Parkway Plan fisheries component would attempt to utilize a number of existing ponds, as well as new ponds resulting from sand and gravel mining operations, for recreational use, including fishing.

- To keep the proposed chain of ponds in an ecologically healthy state, they should be connected to the river whenever feasible.
- To avoid introduction of stocked fish into the river, a cobble dam barrier system, which would allow water to flow from the river through the ponds, but bar the exchange of fish species, should be constructed.
- Alternatives to the cobble structure may be feasible, such as pumping water from the river to the ponds, and back to the river. A properly screened pumping system would not only bar the movement of fish but also allow aeration of the water, thus reducing the chances for eutrophication.
- Support anadromous fish restoration.

▪ **Monitoring Program**

The Monitoring Program is recommended to provide data on the status of the wildlife and plant communities within the Parkway on an ongoing basis.

Monitoring will also be required to assess the status of revegetation for the health of the habitat and its use by wildlife species and would also be used to measure the effectiveness of wildlife corridors. This program will be critical in assessing the impacts of recreation, sand and gravel mining, and other potential developments within the Parkway. Some modifications in land use and recreational use may be necessary

throughout the life of the Parkway in order to insure the ecological health of the wildlife along the river. In particular, it may become necessary to restrict access to sensitive areas of natural reserves to escorted groups.

Since the San Joaquin River ecosystem is dynamic, the Parkway Plan needs to be recognized to have a considerable degree of flexibility as it is carried out over time. A monitoring program is the means by which changes in the ecosystem's status and health can be detected, which in turn will trigger any necessary corrective actions.

The Conservancy should conduct the monitoring program in cooperation with DFG and other public agencies with natural resource protection responsibilities.

The Conservancy should provide expertise in natural resources monitoring on its own staff or by contract with appropriate public agencies or private entities.

THE PARKWAY PLAN ELEMENTS

➤ NATURAL RESOURCE ELEMENT

The Natural Resource Element of the Parkway Plan promotes the long-term preservation, enhancement and appropriate public enjoyment of the plant and wildlife resources of the San Joaquin River and the adjacent riverbottom. Its components are:

▪ Natural Resources Goals

- NRG1 Promote the long-term preservation, enhancement, and public enjoyment of the aquatic, plant, and wildlife resources of the San Joaquin River and the riverbottom.
- NRG2 Preserve existing habitat and maintain, enhance, or restore native vegetation to provide essentially continuous riparian and upland habitat for wildlife along the river between Friant Dam and Highway 99.

▪ Natural Resources Objectives

- NRO1 Protect the San Joaquin River as aquatic habitat and a water source. Enhance and protect fisheries in the river and in lakes in the Parkway.
- NRO2 Protect and manage existing publicly owned lands with suitable habitat as natural reserves and segments of the wildlife corridor.
- NRO3 In areas that are not publicly owned or managed, establish, through purchase, easements, or other mutually satisfactory arrangements, a continuous wildlife corridor along the river of sufficient width to facilitate the movement of large mammals between habitat areas, to provide a variety of nesting and foraging areas, and to enhance and protect the aquatic habitats of the river and nearby wetlands.
- NRO4 Control and remove exotic plant species from the Parkway, including the river channel, where they threaten to displace native plant species or disrupt natural plant community structure.
- NRO5 Revegetate with native species to close gaps in the wildlife corridor or enhance the effectiveness of buffer zones.
- NRO6 Provide for standard mitigation measures for the state and local jurisdictions affected by future Parkway projects and subject to environmental review.

▪ **Natural Resources General Policies**

- NP1 Provide a minimum width for the wildlife corridor of 200 feet on both sides of the river. Acquire a wider corridor whenever possible to provide greater habitat diversity and protect additional areas of native vegetation. Provide a buffer wider than 150 feet whenever more intensive uses on adjacent lands exist or are planned. Exceptions may be necessary where the minimum-width corridor or buffer or both is infeasible due to topography or other physical constraints. In those instances, provide an offsetting expansion on the opposite side of the river. Where steep bluffs drop directly into, or close to, the river, acquire the bluff face for incorporation in the corridor.
- NP2 Acquire, through purchase, easements, or other mutually satisfactory transactions, land for natural reserves, principally in those areas adjoining the wildlife corridor along the river where the largest acreages of highest quality habitat exist and land for a branch wildlife corridor connecting the river and Little Table Mountain.
- NP3 Consistent with CEQA requirements, mitigate any unavoidable removal of native vegetation through the acquisition of additional habitat areas in the Parkway, restoration of vegetation in degraded areas in the Parkway, or a combination of both.
- NP4 Coordinate vegetation restoration programs among federal, state, and local agencies with flood control responsibilities and public agencies with natural resource management responsibilities to avoid flood control problems.
- NP5 Compile baseline data on, and monitor the health of natural resources, including water quality.
- NP6 Obtain updated floodplain maps, which reflect changed hydraulic characteristics of the river, to guide the siting of Parkway facilities and private development. In the interim, do not construct any Parkway facilities that would sustain anything more than slight damage from inundation in any area where there is a potential flood risk. Engineer service roads, trails, and bridges to avoid/minimize significant flood damage.
- NP7 Do not construct levees in the Parkway.
- NP8 Implement site-specific protections through development entitlement or development permit conditions, or both, as follows:

- NP8.1 Provide a buffer zone of a width appropriate to the intensity of the planned land use.
- NP8.2 Preserve and incorporate natural features (e.g., wetlands, grasslands, woodlands, and other native vegetation) and supporting artificial features (e.g., lakes on reclaimed mined lands) into the development's site design such that those features can serve as a buffer for, and enhance the ecological values of, the river, the wildlife corridor, a natural reserve, or the multipurpose trail.
- NP8.3 Incorporate the site's natural topography with respect to the design and siting of all physical improvements in order to minimize grading.
- NP8.4 Establish, in consultation with appropriate public agencies with special expertise, special development and operational standards as needed to supplement existing law and regulations to avoid or reduce any adverse impacts or water runoff or outdoor lighting.
- NP8.5 Confine or exclude pets that could harass or prey on wildlife in nearby areas of the Parkway.
- NP8.6 Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of protected vegetation or threatened or endangered species' habitat.
- NP9 Prevent and control undesirable activities and unlawful conduct in natural reserves and along the wildlife corridor as the first priority of rangers and other Parkway personnel.
- NP10 The Conservancy should facilitate preparation of a habitat preservation and restoration strategy (HPS) among wildlife agencies and resource managers within the Parkway planning area for its lands and member lands within the Parkway planning area. The plan should include the following elements:
 - NP10.1 A survey, either compiled from existing sources, or conducted as necessary to determine the extent and condition of riparian habitat on these lands in the Parkway. Conservation biological criteria shall be used for such determination.
 - NP10.2 Identification of sites on these lands within the Parkway planning areas which are suitable for restoration and subsequent designation of such sites as Proposed Public Lands Natural Reserve.

- NP10.3 Incorporate all relevant policies, mitigation measures, and design policies into the (HPR).
- NP11 Avoid intensive recreational or other uses within 500 yards of the rookery, and actively encourage uses for natural preserve in this area where feasible.
- NP12 Allow visitors to observe the rookery without causing disturbance, an observation point and trail shall be designed to pass no closer than 250 yards from the existing rookery. The observation point should be designed such that the approach to the point and most of the observation area are visually shielded from the rookery. Informative signage and information at the observation point will provide basic biological information about the rookery and appropriate behavior and actions to avoid disturbing birds during nesting.
- NP13 The Conservancy shall develop and implement guidelines to guide restoration of riparian habitat within suitable land use designations within the Parkway. Areas suitable for restoration shall be determined on the following criteria:
- NP13.1 Evidence of historical existence of climax riparian forest, consisting of old tree trunks, presence on historical aerial photographs or historical records with adequate location data.
- NP13.2 Soils determined to be suitable for the long-term support of a riparian community, as determined by a qualified restoration biologist.
- NP13.3 Hydrological and geomorphological regimes determined to be suitable for the long-term support of a riparian community, as determined by a qualified restoration ecologist and geomorphologist.
- NP13.4 Mitigations as stated for Mitigation Measures VII-1(2) C,D,E.
(Have not been able to locate this reference as of 4/6/00)
- NP14 Public access facilities on lands containing sand and gravel operation may be developed where temporary access is feasible in areas containing mineral resources that have yet to be extracted.

▪ **Natural Resources Design Policies**

- NRD1 The Conservancy shall include the following design policies for future Parkway development activities:

- NRD1.1 New facilities shall be sited in restored or previously developed areas. Visitor overlooks and viewing areas shall be located so as to avoid intrusion into sensitive habitat areas and to avoid habitat fragmentation.
- NRD1.2 Whenever feasible, trails shall be routed on the outside edges of habitat areas, rather than through the center of mature riparian stands.
- NRD1.3 Areas suitable for habitat restoration shall be restored by replanting or habitat management to encourage the establishment and growth of natural vegetation. Selection of restoration species shall be made primarily based on the hydrologic, climatic, and soil conditions, and secondarily on the objectives for recreational uses. Native indigenous riparian species shall be used to the greatest extent possible. Areas damaged by facilities placement shall be mitigated on a no-net-loss basis by restoring habitat in the immediate, or adjacent vicinity.
- NRD1.4 The Parkway shall seek to re-establish cottonwoods, sycamore and valley oaks in areas where there is evidence that they previously were present, but are now gone. The Parkway shall protect selected cottonwoods and sycamores from destruction by beaver by the placement of wire mesh or similar around the base of trunks.
- NRD1.5 The Parkway shall seek to re-establish a continuous corridor of riparian vegetation on both sides of the river to provide for the movement and migration of wildlife, as well as the restoration and improvement of instream shaded habitat.
- NRD2 Signage, trails and barriers shall be used to channel public access through an area at a distance of at least 250 yards from the rookery. Trails and barriers should visually shield to greater than 80%, the trail from the rookery during the active nesting season.
- NRD3 Regular maintenance and monitoring of the observation point and trails shall be implemented to ensure that barriers and signage are performing the desired function and that the birds are not being disturbed. In the event that substantial disturbance occurs, despite the above mitigation measures, the trail shall be closed until herons have fledged from the rookery.

- NRD4 Additional visual screening shall be developed between the river's edge and the rookery, to minimize potential disturbance from canoe and kayak recreationists within 250 yards of the rookery. Such visual screening shall consist of sandbar willow or similar vegetation planted adjacent to the water course.
- NRD5 Informative signage shall be placed at a distance of 250 yards upstream from the rookery indicating the area as a natural preserve and off-limits to landing for at least the following 500 yards and signage to indicate a "quiet zone" for river users to observe.
- NRD6 In order to protect heron rookery consistent with its authority, the Conservancy shall prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the Highway 99 during the months of November through July.
- NRD7 Designated areas of a minimum 100 acres in size shall be preserved, with the goal of minimizing human presence, to provide areas for bald eagle foraging. Such areas will not include trails or recreational facilities within the 100 acre area, to provide sufficient buffer zones between recreational uses and wildlife uses.
- NRD8 The Conservancy shall use its authority to prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the lower limit of Rank Island during the months of November through March, when bald eagles are using the area for wintering habitat.
- NRD9 In preparing restoration plans, the Parkway will include as an element in each restored area provision for large open snags, suitable for use by foraging bald eagles.
- NRD10 The Conservancy shall implement a policy requiring a continuous strip of riparian vegetation with an average width of 200 feet throughout be developed and maintained throughout the parkway. "Continuous" shall include for these purposes, gaps of no greater than 200 feet or the minimum necessary to allow infrastructure (such as roads or bridges) to cross the Parkway.
- NRD11 The Conservancy shall implement a Parkway plan that includes not less than 3 areas of greater than 100 acres of continuous habitat for the purposes of conserving and supporting those species that require refuge in relatively large blocks of habitat.

NRD12 Whenever construction of project features is proposed within 100 feet of the riparian corridor, construction supervisors shall be made aware of the biological value of elderberry shrubs, and shall implement mitigation measures to avoid adversely affecting this species.

NRD13 The Conservancy shall implement a Parkway plan that includes a goal of restoring a continuous distribution of elderberry shrubs throughout the Parkway. Continuous for these purposes shall mean a distance of not greater than 0.25 mile between suitable VELB host plants.

▪ **Natural Resources - Special Policies Relating to Flood Management**

FP1 The Parkway plan explicitly recognizes that use of the river and floodway to transport floodwater is a beneficial use which must be protected.

FP2 The Parkway will be managed to maintain the combined existing flow capacity in the river channel and the designated floodway.

FP3 The Parkway will be designed and managed to maintain the river stage required to pass any given design flood flow. The Parkway shall not cause an increase in areas subject to flooding nor cause an increase in the designated floodway unless the resulting loss in private land value is first compensated.

FP4 The Parkway will be managed to allow for the restoration by other parties of channel and floodwater flow capacity to the stage/flow relationship that existed at the time Friant Dam was completed.

FP5 Parkway lands will be managed to control and reduce erosion in the floodway.

FP6 The Parkway will be managed to preserve private water rights and associated diversion facilities.

▪ **Natural Resources Programs**

• **Habitat Creation, Restoration, and Enhancement**

Wildlife habitat creation, restoration and enhancement means restoring former gravel mining sites and replanting riparian areas where feasible based on hydrological studies.

NRPE1 Wildlife habitat creation, restoration, and enhancement is a major goal of the Parkway Plan. Hydrological studies will be necessary to determine water table depths to assess where riparian vegetation can be sustained. In

areas of past sand and gravel mining activities, recontouring of the riverbottom could enhance the value to wildlife by creating upland areas adjacent to riparian zones as well as increasing the total area available for planting riparian vegetation. Future mining operations will create new ponds, which can be contoured to better suit the needs of wildlife. Ponds with varying depths can be created with the cooperation of the mine operators. By leaving some areas of ponds shallow in depth, freshwater marsh habitat can be established, which will greatly benefit many wildlife species, especially waterfowl and shorebirds. The shallow portions of these ponds will provide foraging habitat and cover for these species.

- NRPE2 Waterfowl are an important wildlife component to the San Joaquin River, especially Canada geese. Depending upon available food, a number of geese (perhaps 200) regularly winter at Millerton Reservoir and along the river. These geese often forage in the surrounding agricultural lands during the winter months, and the availability of this supplemental food source likely governs the number of birds that remain throughout the winter. Many other waterfowl use the riverbottom as a rest stop during spring and fall migrations. The creation of new ponds, with associated wetland vegetation, will benefit geese and other waterfowl. In addition it is recommended that areas be set aside within the Parkway for the creation of foraging habitat for geese and other waterfowl. These would entail creation of small plots of corn in relatively open areas, where good visibility allows geese to avoid predators. One potential area is along the border of the Willow Unit, where approximately 10 acres of corn would be necessary to support 200 geese through the winter. More acreage (20-40 acres) would be needed if the crop was commercially harvested and just the remnants of the crop left for the geese (Rempel, pers. comm. 1991).
- NRPE3 The upper canopy component of the riparian habitat along the river between Highways 99 has been removed. It is recommended this habitat component (i.e., tall oaks, cottonwoods, sycamores) eventually be reestablished to provide roosting and nesting habitat for raptors and other bird species.
- NRPE4 A key component of a habitat creation and restoration program would be the control and removal of exotic plant species from those areas of the Parkway set aside for their wildlife habitat values. Non-native plant species often displace native species and disrupt the natural plant community structure. This often results in a decrease in wildlife utilization. Cuttings and seeds necessary to implement a vegetation restoration program should, as much as possible, be taken from plant

species indigenous to the riverbottom.

- **Natural Resources Riparian Vegetation Restoration**

NRPV1 This plan proposes to restore and enhance areas of riparian and wetland habitats along the San Joaquin River. Many of these areas have undergone biological, physical, and hydrological changes which are primarily the result of human interference. Restoration and enhancement of this portion of the river is intended to increase habitat value and recreate a continuous wildlife corridor by creation of riparian habitat in some areas where it historically existed, enhancement of degraded riparian habitat, enhancement of pond edges with freshwater marsh species, and incorporation of buffers between all wildlife habitat areas and adjacent land uses.

NRPV2 The selection of which communities to create and their location will take into account the unique factors required for the creation of each habitat type. As the San Joaquin River once provided habitat for the least Bell's vireo, revegetation specifications for Great Valley cottonwood riparian forest, cottonwood-willow riparian forest, and Great Valley willow scrub will be modified from those used to create such habitat in southern California. In general, such habitat differs significantly in structure from non-vireo habitat, being wider and having a higher degree of vertical stratification. Dominants include willows, Fragment cottonwood, and mule fat in all cases.

- **Water Requirements For Natural Resources Programs**

Water requirements for riparian revegetation programs can be divided into two phases: establishment and maintenance. More water is required during the initial phase (usually one or two years) to establish riparian habitat than is needed once the vegetation is established. Supplemental water needs for the maintenance will be less than establishment requirements, but can be expected to continue for several years post-establishment. For survival and establishment of riparian vegetation, the depth to groundwater should be between six and ten feet. The amount of water needed to sustain an acre of riparian habitat is more difficult to determine, being dependent upon a number of variables.

NRPW1 Pond locations proposed for habitat creation include the ponds between Highway 41 and Fig Garden Golf Club (to create a wildlife corridor as well as habitat), future ponds that will likely be created in the vicinity of, and incorporated in, Lost Lake Regional Park and Woodward Park and a number of existing ponds scattered along the riverbottom between

Highways 41 and 99.

- NRPW2 Habitat creation also means the creation of new ponds, with associated wetland vegetation, to benefit geese and other waterfowl. In addition it is recommended that areas be set aside within the Parkway for the creation of foraging habitat for geese and other waterfowl. For example, the creation of small plots of corn in relatively open areas, such as the border of the Willow Unit, where approximately 10 acres of corn would be necessary to support 200 geese through the winter.
- NRPW3 To provide roosting and nesting habitat for raptor and other bird species, it is recommended that the upper canopy component of riparian habitat along the river between Highway 99 and 145 be restored.
- NRPW4 Control and remove exotic plant species from those areas of the Parkway set aside for their wildlife habitat values. Cuttings and seeds necessary to implement a vegetation restoration program should, as much as possible, be taken from plant species indigenous to the riverbottom.

- **Natural Resources Education and Interpretative Programs**

- NRPE1 The Education and Interpretation Element of the Parkway Plan includes future development for and of museum and visitor center exhibits, interpretive walks and bicycle trails, regular programs for school groups, "outdoor classroom" school programs, self-guided brochure tours, interpretive signs at points of interest, scientific research programs, and theme trails for agriculture, nature, and history. Interpretation and education are not intended to rely on structure or formal program. These programs may be implemented through interpretive signs and display panels with brochure racks at recreation areas and other points of access to the Parkway. The potential of this program may include the river as an outdoor laboratory for research in biology, hydrology, archaeology, history and education. The research would benefit the Parkway by monitoring natural processes, providing a better understanding of the river's history, and providing recommendations for resource management.

A field station could be established to support research activities. A portion of the Parkway should be set aside expressly as a place for university-level research, under a program such as the National Reserve System of the University of California.

- NRPE2 One of the most important qualities of the San Joaquin River Parkway will be its value as an educational resource. Education should be viewed as a

lifelong process, and education programs should be geared to people of all ages. The entire river and surrounding landscape can be both textbook and classroom. A visitor center or museum building may provide a central facility for the educational programs, but educational activities should occur along the entire Parkway. Learning about the natural systems and history of the river area is more exciting when it occurs in the out of doors, rather than in a classroom or museum building. All Parkway facilities should be evaluated from the perspective of their potential for education or interpretation.

NPRE3 Educational and interpretive programs include a wide variety of activities and forms. Interpretive signs, brochures, and regular programs such as hikes and bicycle rides serve the casual visitors. Scheduled activities, school tour programs, and research programs serve visitors that come to the Parkway for specifically educational purposes.

NRPE4 The educational and interpretive programs should be developed to highlight the diversity of features and uses of the river. Each interpretive site should have a focus that features interrelated elements of the interpretive themes. Themes should relate and be appropriate to the immediate area of the interpretive site in the Parkway. For example, the sand and gravel uses of the river should be interpreted where sand and gravel operation can be viewed or where there is evidence of past mining, habitat restoration should be interpreted as a restoration site, and interpretation of the natural resource of wildlife values of the river should not be conducted at a manicured park.

NRPE4.5 Program Components

- Museum and visitor center exhibits
- Interpretative walks, bicycle rides conducted by agency staff or volunteers
- Regular programs for school groups
- “Outdoor classroom: school programs
- Self-guided brochure tours
- Interpretive signs at points of interest
- Scientific research programs
- Theme trails: agriculture, nature, history

The following sites in or near the Parkway may be suited for featuring the particular education and interpretive program: (see Figure 3-1a,b)

- Williams/Phillips House
(River mile 257.3 to 257.9)
Agriculture and horticulture
Sand and gravel, its uses, economic importance, role of reclamation
Geology of the San Joaquin River

- Lost Lake Regional Park
(River mile 260.4 to 266.3)
Nature study
Environmental education
Native American culture
Parkway and conservation values
Introduction to the Parkway

- Willow Unit, San Joaquin River Ecological Reserve
(River mile 261)
Interpretation of the adjoining wildlife reserve
Environmental restoration
Ecology of the river and riverbottom
Nature study
Environmental education
Parkway and conservation values
Native American culture

- Milburn Unit, San Joaquin River Ecological Reserve
(River mile 245.5 to 248.2)
Environmental restoration and sand and gravel reclamation
Ecology of the river and riverbottom
Nature study
Environmental education
Parkway and conservation values

- San Joaquin Fish Hatchery
(River mile 266.5)
Fisheries management
Hatchery operations
Resource conservation and fishing regulations
Human interaction with the environment

- Highway 99 Recreation Area
(River mile 243.2 to 244.2)
Nature study
Parkway and conservation values
Introduction to the Parkway
Introduction to the Fresno-Madera metropolitan area

- **Implementation of the Natural Resource Element**

Implementation consists of land acquisition for wildlife habitat objective, need for a biological survey, and a riparian vegetation restoration program.

- **Environmental Review**

Develop a Parkway standard checklist pursuant to the California Environmental Quality Act (Public Resources Code § 21000) including specific mitigation measures of the Parkway Plan certified EIR.

➤ RECREATIONAL ELEMENTS

▪ Recreation Concept

The goals of the recreation element of the Parkway plan are to meet increasing demand for recreation in the Fresno-Madera region while preserving the natural resources of the river and respecting the rights and privacy of property owners. The plan concentrates proposed recreation facilities near and adjacent to the existing recreation facilities. Impacts of recreation will be reduced by improving and expanding existing facilities rather than accommodating them at new locations along the river. Existing facilities are located at Lost Lake Regional Park and near the existing crossings at Highways 41 and 99.

By clustering the proposed recreation facilities at these locations, impacts can be minimized by using existing access routes, sharing support facilities, and concentrating uses away from environmentally and archaeologically sensitive areas. The proposed recreation areas will, where possible, capitalize on opportunities associated with the reclamation of existing and future sand and gravel operations.

Proper management of recreation uses and visitors will minimize conflicts with private landowners and with environmentally and archaeologically sensitive areas. Signing, patrols, and enforcement will minimize undesirable activities.

Within the recreation areas, activities will be located to minimize impacts on the river environment. High activity level recreation uses and related facilities will be located as far from the river as possible. Water bodies and planting masses of native vegetation will be used to further isolate intensive uses from the river. In general, only those uses that are river-dependent, such as fishing, canoeing, and nature observation will be located on the river. Swimming areas, campgrounds, picnic areas, the multipurpose trail, turf areas for informal play, playgrounds and support facilities such as service roads, parking concessions, and restrooms will be sited away from environmentally sensitive areas. Many of these active use areas will be located in sand and gravel reclamation areas.

The recreation areas will be linked by a continuous multipurpose trail, tying them together into a system of recreation components. The linkages will include trails with surfaces for pedestrian, equestrian, and wheeled uses and trails that serve as feeders from bicycle routes in nearby urbanized areas. Within the recreation areas a system of internal trails will add to the network. These trails will range from wide multipurpose trails to narrow footpaths. In addition to the land-based trails, the river itself will serve as a canoe trail. Canoe facilities will include put-in and take-out areas, spaced to provide opportunities for canoe trips of varying lengths. Canoe rest areas with vault toilets will be located so as to reduce trespass problems on private land adjacent to the river.

This recreation concept will accommodate a continuous corridor of wildlife habitat, with buffers, along the length of the Parkway. Habitat areas adjoining or within the recreation areas will be clearly demarcated and public use in these areas will be limited to nature observation and other low impact uses. The primary purpose of these areas is to preserve the continuity of the wildlife corridor where it adjoins a recreation area or to provide a buffer between a recreation area and a natural reserve.

▪ **Recreation Area Goals**

- RA1 Preserve and manage the natural and cultural resources in the Parkway, including archaeological and Native American sites, to meet current and future recreational and educational needs.
- RA2 Provide recreational and educational opportunities to all segments of the population.
- RA3 Manage recreational uses to reduce or eliminate indiscriminate activities, trespass on private lands, and human impacts on sensitive habitat areas.
- RA4 Evaluate all Parkway facilities and features from the perspective of their potential for education or interpretation.

▪ **Recreation Area Objectives**

- RO1 Locate intensive recreational activity sites away from sensitive natural resources and private residences.
- RO2 Prevent and control undesirable activities and unlawful conduct in the Parkway.
- RO3 Link all recreation areas and natural reserves between Highway 99 and Friant Dam with a continuous, multipurpose trail on land and with canoe put-in, take-out, and rest areas along the river to create a recreation system with a variety of recreational opportunities within the Parkway. Connect the multipurpose trail with other local and regional trails and bikeways originating in surrounding areas. Do not construct a trail or canoe facilities downstream of Highway 99 unless warranted by recreational demand and in response to identified needs in managing indiscriminate activities.
- RO4 Unify Parkway elements into a recognizable unit and a visually integrated park system.

▪ **Recreation Area Siting Policies**

- RPS1 The Parkway shall consider proposed Parkway facilities sites to avoid areas that were formerly riparian forest, or have high potential for restoration to this threatened habitat type.
- RPS2 To the extent feasible, any new access roadways associated with specific projects under the Plan should be located to reduce disturbance from intermittent vehicle passbys at the nearest noise-sensitive land uses.
- RPS3 At a minimum, avoid siting any recreational or educational facilities in any areas exposed to existing or projected future noise levels exceeding applicable ONC noise guidelines:
- RPS3.1 75 dBA L_{dn} /CNEL for golf courses, equestrian facilities, canoe put-out and take-in facilities and swimming areas.
- RPS3.2 70 dBA L_{dn} /CNEL for picnic areas, turf and other play areas, and any other daytime gathering areas.
- RPS3.3 60 dBA L_{dn} /CNEL for camping areas or indoor educational facilities, although noise exposure up to 70 dBA L_{dn} may be acceptable for the latter if adequate sound insulation can be demonstrated.
- RP34 Recreational activities will be evaluated for potential noise impacts on avian species and sited to avoid noise impacts.

▪ **Recreation Area Policies**

- RP1 Rehabilitate and improve existing recreation areas and facilities, particularly Lost Lake, on a priority basis.
- RP2 Acquire, through purchase, easements, or other mutually satisfactory transactions, land for recreation areas and the expansion of existing parks and recreation areas.
- RP3 Minimize potential impacts to sensitive natural resources by concentrating proposed recreation facilities and areas near or adjacent to existing parks or recreation areas whenever feasible.
- RP4 Provide visitor services at levels compatible with the environmental resiliency and aesthetic setting of the recreation area. The types of uses to be

accommodated at publicly operated recreation areas shall be limited mainly to hiking, jogging, bicycling, swimming, canoeing, picnicking, fishing, golfing, equine riding, nature observation, nature study and educational/interpretive programs, camping (tent, trailer, and RV), and supporting retail. Existing playgrounds and turf areas for informal play should be retained, and expanded if warranted by demand.

- RP5 Except for turf, use native plant species for landscaping and vegetation restoration.
- RP6 Physically control access with gates and collected user fees to support Parkway operations and deter indiscriminate activities. Manage high-demand Parkway uses through permits or additional fees as needed.
- RP7 Separate recreational areas from residences by a buffer at least 150 wide and, if possible, screening vegetation as well.
- RP8 Have rangers and other Parkway personnel prevent and control undesirable activities and unlawful conduct as their most important responsibility.
- RP9 Whenever possible, avoid steep grades, environmentally sensitive areas, erodible soils, existing residences, agricultural operations, and hazards in the alignment and engineering of trails and bikeways. Provide separate surfaces for pedestrians, wheeled vehicles, and equestrians if feasible. Utilize existing trails and unimproved roads if appropriate. Make the multipurpose trail sufficiently wide to permit the passage of patrol, rescue, and maintenance vehicles. Provide a corridor for the multipurpose trail at least 100 feet wide and with vegetation planted as buffer/screening, whenever feasible.
- RP10 Monitor all recreational activities that could have undesirable impacts on the river, wildlife, other visitors, and nearby residents and take action to minimize or control those impacts.
- RP11 Establish uniform Parkway facilities and sign standards.
- RP12 Conduct interpretive programs as close as feasible to the site where the physical evidence of the theme being interpreted is found.
- RP13 Use educational and interpretive curricula that will reach all segments of the community. Rely heavily on compatible programs already developed by volunteers, schools, and nonprofit organizations in the area.
- RP14 Pave areas selected for vehicle parking or access roads with asphalt or

concrete, or use gravel or other permeable surfacing, depending on the potential risks or needs associated with soil erosion, water quality or groundwater recharge.

RP15 Recreation area development shall be consistent with statutory requirements and Resolution 93-4 (Appendix A)

▪ **Recreation Traffic Policies**

RTP1 To the extent needed and possible, schedule Parkway facility events to avoid peak traffic periods (e.g., major summer holidays) and to avoid concurrent events that would overload transportation access routes and/or Parkway parking facilities.

RPT2 Monitor, regulate and maintain Parkway recreational visitation to various areas (through management techniques such as fees and permits as provided for in the Parkway Plan) to ensure acceptable levels of service on Friant Road and Herndon Avenue during peak periods of Parkway usage, in accordance with applicable Level of Service policies of the City of Fresno and County of Fresno.

RTP3 At such time that plans are developed for the Wildwood site, Woodward Park expansion and development in the SR 99 vicinity, consider measures to provide efficient access to SR 41 and SR 99 so as to minimize impacts on lower Friant Road and Herndon Avenue.

RTP4 Develop operating plans for each Parkway segment, including access control locations, park hours, fees and enforcement provisions in conjunction with affected local jurisdiction(s).

RTP5 Off-site improvements needed for access to and from Parkway facilities shall be designed in accordance with standards of the applicable local jurisdiction(s).

▪ **Recreation Parking Policies**

RPP1 Develop sufficient on-site parking at each public recreational facility to provide adequate parking supply for the desired usage level during peak periods and to meet the parking requirements of the affected local jurisdiction, while avoiding excess parking which would increase environmental impacts of construction and promote overuse of the site. On-site parking design should consider harmony with the natural environment while ensuring safety and security for users.

▪ **Recreation Circulation Policies**

- RCP1 Participate in and promote coordinated planning efforts by the Conservancy and affected jurisdictions to provide linkages to the regional bicycle and trail systems, and ensure safe conditions for bicyclists on those routes.
- RCP2 At such time that individual site improvements are planned, identify the need for bicyclist facilities, including separated bike paths (Class I) and striped bike lanes (Class II), and evaluate impacts of the Parkway improvements on existing and planned bicycle routes and trails in the adjoining urbanized areas. Particular attention should be given to bicycle facility needs and impacts on Friant Road and Herndon Avenue, both of which are high speed expressways along which bicycle routes are planned to be separated from the roadway.
- RPC3 Design of bridge crossings along the Parkway trail, all of which are subject to project-level environmental review, should minimize impacts on the natural environment, be pleasing aesthetically, meet safety requirements for cyclists and other users and be designed in accordance with the 250-year flood event.
- RPC4 Promote alternative transportation access to the Parkway by developing a Parkway access Program including development of a regional transit access map with linkages to Parkway recreational and educational/outreach facilities and coordination with transit providers to facilitate Parkway access.

▪ **Recreation Public Transit Policies**

- RTPP1 At such time that individual site improvements are planned, identify the need for transit facilities at railheads and Parkway staging areas, considering special events (such as the annual spring Parkway benefit fete).
- RTPP2 Participate in and promote planning efforts by Fresno Area Express and other public transit operators in the region to serve the Parkway, particularly during periods of high activity such as summer weekends. Also, promote and advertise available transit services and facilities among private and public event sponsors.

▪ **Recreation Facilities Construction Policies**

- RFP1 Parkway development will be consistent with adopted local government PM₁₀ emissions mitigation programs. Parkway operations should include the following standard construction provisions:

- Restrict or ban intensive construction activities on dry soil on days of high winds (> 30 mph);
 - Limit the speed of construction-related vehicles to 25 miles per hour.
- RFP2 Prior to final project design of any structures, all plans shall be reviewed for compliance with regulatory requirements for non-residential structures, as appropriate.
- RFP3 Best Management Practices (BMPs), as identified by the responsible jurisdiction through an adopted ordinance or standard, shall be implemented to minimize potential effects from grading and construction-related erosion. The BMPs shall include site-specific erosion and sedimentation control plans to be prepared for each site to be developed prior to construction.
- RFP4 A spill prevention and cleanup policy shall be prepared. Staging areas for heavy equipment and construction materials shall be established so that inadvertent spills of oil, grease, asphalt, other petroleum by-products, or other hazardous materials shall not be discharged into the stream course. All machinery shall be properly maintained and cleaned to prevent spills and leaks.
- RFP5 The Conservancy shall pursue a policy of avoiding the use of herbicides to the extent feasible to remove unwanted vegetation during construction activities. In the event there is no alternative way to remove unwanted vegetation, herbicide use shall be coordinated with the appropriate jurisdiction's Agricultural Commissioner's Office and shall be limited to the use of herbicides that are presently used for routine maintenance. Herbicides shall be applied in accordance with all applicable Agricultural Commissioner's Office requirements for the jurisdiction in which Parkway Plan features are implemented, and with the manufacturers recommendations.
- RFP6 Implement a landscape maintenance program to integrate BMPs that eliminate, reduce, or minimize the use of pesticides and herbicides.
- RFP7 Geotechnical investigations shall be performed by qualified personnel prior to approval of final design for each feature to identify geologic or soil characteristics that could result in adverse effects on water quality, for example, highly erodible soils or slope conditions. Siting of project features shall avoid areas where potential adverse impacts to water quality could occur through erosion or slope instability.

RFP8 Septic systems shall only be installed in areas approved by local ordinance and shall be sited, designed, and operated in accordance with all applicable State and local laws and regulations.

RFP9 Construction activities potentially impacting noise-sensitive land uses in Madera County shall comply with the most stringent of the applicable provisions from the County and City of Fresno's noise ordinances. Specifically, any construction activities occurring outside of the hours between 7 a.m. and 9 p.m., Monday through Saturday, shall comply with the noise exposure limits for the most noise-sensitive land uses established in Fresno County's Noise Control Ordinance (see Table 5.8-3), and with the exposure limits for other (commercial and industrial) land uses established in the City of Fresno's Noise Regulations (see Table 5.8-4).

RFP10 Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of cultural sites.

▪ **Park Operation Policies**

ROP1 Reduce impervious land coverage associated with parking areas and boat ramps.

Such measures could include, but would not be limited to:

- construct parking stalls of more permeable material than aisles, for example, gravel, open-celled unit pavers, porous asphalt, or porous concrete;
- use trees and bollards spaced 20 feet apart in parking areas. As an added benefit, stall width would be slightly greater than in conventional lots, parked cars would be shaded, and open space would be more attractive when cars are absent;
- locate linear landscaped areas (grass swales) on the perimeter of the lot or as an internal island so that pollutants can settle and runoff velocities are slowed;
- construct oil and grease separators to control parking lot contaminants;
- clean or sweep parking lots on a regular basis;
- utilize gravel or other granular material for boat ramps;
- slope boat ramps to drain into adjacent permeable landscaping or natural

or enhanced vegetation to allow pollutants to be dispersed and cleansed by soil.

- ROP2 Parkway projects, recreational amenities and resource restoration shall be developed consistent with the responsible jurisdiction's standards for Stormwater Pollution Prevention Plan (SWPPP) and maintenance program. The Conservancy shall include as part of final project design appropriate BMPs, consistent with recommendations of the Stormwater Quality Task Force's California Stormwater Best Management Practices Handbook, that could include a combination of the following BMPs, or equally effective measures:
- incorporation of peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips;
 - labeling of storm drain inlets, if any, to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., "Don't dump! Drains to River!");
 - use of warm-season grasses and drought-tolerant vegetation wherever feasible in landscape areas (if any), including borders to reduce demand for irrigation and thereby reduce irrigation runoff; and
 - installation of efficient irrigation systems in landscaped areas, if any, to minimize runoff and evaporation and maximize the water that will reach plant roots. Such irrigation systems include drip irrigation and automatic irrigation systems.
- ROP3 Install signage at regular intervals at and near river access points to educate users of the importance of protecting water quality. Information regarding adverse effects of illicit dumping of such materials as automotive fluids or other household-type liquid wastes on water quality and wildlife shall be included as part of the educational and interpretive programs.
- ROP4 Establish and implement a Parkway management program to monitor trail conditions, canoe put-ins, and bridge overcrossing approaches and footings and for regular maintenance and repair of such features. Establish and implement a program to monitor these locations for regular maintenance and repair.
- ROP5 Participate, promote or organize community-based litter removal programs for the Parkway.

- ROP6 The Parkway shall develop and implement Parkway guidelines to include elements addressing public education regarding appropriate behavior while on Parkway property.
- ROP7 Any use of recreational areas within the Planning Area, aside from camping, shall be limited to the hours between sunrise and sunset. Access to these areas shall be limited to these hours.
- ROP8 A minimum buffer of 300 feet shall be required between any existing, occupied residential property or residential structure and any turf areas, picnic areas, dog play areas or permanent outdoor education areas where large groups of people and/or pets may gather.
- ROP9 Develop Parkway manual for park staff and wardens instructing them on cultural sites and their sensitivity.
- ROP10 Develop educational materials readily available at key locations instructing the public on value of cultural heritage and the need to not disturb sites. Information should include what to do in the event a cultural site is disturbed or an artifact discovered.
- ROP11 The Conservancy shall use its authority to prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the Highway 99 during the months of November through July to protect heron and egret rookery.

▪ **Recreation and Flood Management Policies**

- RFMP1 The local jurisdiction shall take into consideration the presence of the regulatory floodway, FEMA-designated 100-year floodplain, estimated 250-year floodplain, and the FMFCD Riverine Floodplain Policy in determining the location of future development within the Parkway. Any development sited in a designated 100-year floodplain shall comply with regulatory requirements at a minimum and with the FMFCD Riverine Floodplain Policy criteria, where applicable.
- RFMP2 Structures and amenities associated with anticipated uses within the Parkway shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in a substantial increase in off-site water surface elevations. For permanent structures, such as bridge overcrossings, the minimum level of design flood protection shall be the Standard Project Flood (which is roughly equivalent to a 250-year event) to ensure flood flows are not dammed and to prevent flooding on surrounding

properties. Amenities such as picnic tables, litter containers, interpretive displays, and vault toilets shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential to impact the flow, location or depth of floodwaters.

RFMP3 Flood warning alert and evacuation procedures shall be developed and implemented with the Counties of Madera and Fresno, the City of Fresno, and FMFCD to ensure evacuation of visitors from the Parkway during event with high flow risks, and to prevent public access into the Parkway during such events.

▪ **Recreation Design Policies**

RDP1 Parkway trail alignment, recreational facility siting and riparian restoration projects shall coordinate with local flood control maintenance and public safety agencies to avoid conflicts with access for maintenance and public safety.

RDP2 Provide adequate bicycle locking facilities at key "fixed" recreational and educational facilities for planning area recreational users who may not have a car parked on site for stowing their bicycles.

RDP3 Add Design Policy: Prior to final project design of any structures, all plans shall be reviewed to ensure that adequate drainage has been incorporated into project design to reduce post-project runoff to pre-project levels or direct such runoff to a planned system of public facilities designed to receive such runoff. Such measures could include, but would not be limited to:

- The construction or expansion of storm detention basins, drainage pipes, drains or pumps.
- Natural drainage swales incorporated into Parkway design to the extent feasible.
- Natural drainage swales should be used to the extent feasible, because runoff flows in the direction of the natural topography due to gravity, and little additional energy (pumping) would be required. In addition, natural drainage swales could be incorporated into the Parkway design.

RDP3 Unpaved parking areas and internal driveways for Parkway facilities will be

treated to reduce dust generation.

- RDP5 Develop flood evacuation procedures including removal of vault toilets.
- RDP6 Install signage at regular intervals at and near river access points to educate Parkway visitors and workers regarding the potential for dam failure and evacuation routes. Information regarding potential effects, safety precautions, notification, and emergency evacuation shall be included as part of the educational and interpretive programs.
- RDP7 Where feasible and appropriate, construct separate, parallel multipurpose trails, one with a firm granular or paved 12-foot-wide surface for cyclists, persons in wheelchairs, and other users preferring a hard surface; and one with a soft granular (e.g., decomposed granite or crushed quarry fines) or native soil 8-foot-wide surface for equestrians and hikers. Where separate trails are not appropriate or feasible, provide an extra-wide single corridor trail constructed of a 12-foot-wide firm granular or asphalt section and an 8-foot-wide soft granular or native soil shoulders on one side. The trail width and surface shall be suitable for use by patrol, maintenance, and emergency vehicles.
- RDP8 In the event there is not sufficient width to construct a trail as described above, implement restrictions on vehicular, horse, bicycle and foot traffic to reduce potential effects from heavy use. Control measures shall include, but would not be limited to, proper trail siting, seasonal trail closures, signage, barriers, and enforcement.
- RDP9 Asphalt paving shall be considered for segments of the multipurpose trail that are expected to receive heavy traffic within two to three years after being opened to such use (e.g., the segment along Woodward Bluffs between Woodward Park and East Copper Avenue.)
- RDP10 Internal trails that provide access to natural reserves or trail loops within the multipurpose trail shall consist of low-impact footpaths that are a minimum of 24 inches wide and constructed of soft granular material, such as decomposed granite or crushed quarry fines, or native soil.
- RDP11 Equestrian facilities and connections to the multipurpose trail system shall be sited, graded, and constructed of suitable materials resistant to the effects of wind and water erosion to minimize the potential for sediments to be carried into adjacent waterways. A program to monitor the effectiveness of such controls shall be established, including implementation of a maintenance and repair plan.

- RDP12 For buildings that do not use a gutter system, landscape planting around the base shall provide increased opportunities for stormwater infiltration and protect the soil from erosion caused by concentrated runoff volumes.
- RDP13 Trash receptacles including recycling bins sufficient to handle waste generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and trash collection to prevent container overflow shall be implemented, particularly during periods of heavy Parkway use.
- RDP14 In public use areas, install signage to educate users of the importance of proper litter disposal and to designate locations of trash containers. Information regarding adverse effects of litter on water quality and wildlife shall be included as part of the educational and interpretive programs.
- RDP15 In areas where septic systems are prohibited, vault toilets sufficient to handle wastes generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and removal of wastes to prevent overflows shall be implemented, particularly during periods of heavy Parkway use.
- RDP16 In public use areas, designate locations of the sanitary facilities.
- RDP17 Whenever construction of project features is proposed within 300 feet of the riparian corridor, construction supervisors shall be made aware of the biological resources, and shall implement mitigation measures to avoid adversely impacting the riparian corridor.
- RDP3 Whenever construction of project features is proposed within 100 feet of the riparian corridor, construction supervisors shall be made aware of the biological value of elderberry shrubs, and shall implement mitigation measures to avoid adversely affecting this species.
- RDP11 Prior to approval of any construction in the Plan area, a records search shall be conducted to determine whether cultural resources have been recorded in or near the project development area, or are likely to occur. The study area should include areas to be directly affected as well as any areas of increased ingress in which cultural resources could be located. An on-the-ground field survey shall also be conducted by a qualified archeologist of all potentially affected areas, with all resources inventoried and evaluations made to determine the significance of any resources present. Mitigation measures shall be developed and implemented to reduce any impact to any cultural resources

to a less than significant level before construction begins.

RDP12 In the event of the discovery of any subsurface archeological artifact, feature or deposit during construction activities, work within 100 feet of the find shall be halted, and an archeologist will be contacted for an in-field evaluation.

- If the resource is determined to be significant, an appropriate plan for resource preservation or site excavation must be developed and implemented.
- If bone is found that appears to be human, work within 100 feet of the find shall be halted, and the County Coroner must be contacted. If the remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC shall determine the "most likely descendant", who will work to develop a plan for the area of the find. Construction work shall remain halted in the vicinity of the discovery until the plan can be implemented.

RDP3 Prior to approval of any construction in the Plan area, contact should be made with the Native American Heritage Commission to obtain the names of individuals who may have knowledge regarding areas of concern in or near the Parkway Plan area such as familial villages, gathering areas, power places, or other sites with heritage values for Native Americans. These individuals should be contacted, and information solicited on traditional cultural properties that may be present within the study area. Mitigation measures shall be developed and implemented to reduce any impact to any traditional cultural properties to a less than significant level before construction begins.

▪ **Recreation Management**

Recreation will be only one of a number of management objectives for the Parkway. This objective will need to be balanced within overall Parkway management objectives. Recreation activities must be balanced with preserving wildlife habitat, protecting archaeological sites, and minimizing impacts on adjacent private property. Recreation facilities will be located and designed to minimize impacts on the environment and adjacent properties. Interpretative programs offer an effective method of managing visitors and informing them about the Parkway and its sensitive and fragile features. Monitoring Parkway use and environmental conditions and consulting with affected landowners will ensure that impacts are minimized. Trails and other facilities can be closed, redesigned, or relocated if problems occur. Temporary trail closures may be necessary seasonally or at other times because of conditions such as flood hazard, agricultural spraying, or the presence of sensitive wildlife.

The impact of trails and other recreational uses on wildlife is hard to quantify. There are a few studies that address the issue. One study in California that included field study, concluded that birds in wetlands apparently become acclimated to human disturbance. Birds were disturbed less by human activity in areas that had regular human access than areas that were rarely visited by humans. However, the study also documented that areas with high human use were less likely to be visited by birds. (Josselyn, M.N., Martindale, and J.M. Duffield. 1989. Public Access and Wetlands: Impacts of Recreational Use. Romberg Tiburon Centers. San Francisco State University). Buffers are recommended to separate recreational uses and other human activity from wildlife habitat. Interpretive signs can also educate Parkway visitors on proper behavior to minimize disturbances when near wildlife or their habitat.

Use levels should be monitored to ensure that facilities can handle demands. If recreation use levels are high enough to have negative impacts on other Parkway management objectives, Parkway use should be limited by a permit system for certain activities, users fees, escorted tours in sensitive habitat areas, or other management techniques. Impacts on adjacent private property also need monitoring to assure that privacy and security are being maintained. Parkway facilities should be set back from private dwellings at least 150 feet, with a buffer zone planted with screening vegetation where possible.

Much of the Parkway will be adjacent to existing private property. Adjacent landowners have expressed concerns regarding trespass, vandalism, and other undesirable activities. While these fears are understandable, and sometimes based on past experiences, they are generally absent in well-managed parkland. The experiences of landowners adjacent to similar facilities throughout California show that in most cases the undesirable activities are actually reduced when open land or land with no obvious purpose becomes a trail or other recreational facility with proper management. One such study documented landowner attitudes before and after a trail was developed and showed that in most cases, landowners had a better than expected experience living next to the trail (East Bay Regional Park District. A Trails Study, Neighbor and User Viewpoints, 1978). The presence of legitimate users in the Parkway will discourage undesirable activities and unlawful conduct, thereby creating a climate where those activities will not be tolerated and where there will be a larger number of potential witnesses to report inappropriate conduct.

The creation of controlled, gated access with the payment of a day-use fee, where none was required before, will deter entrance by persons with no legitimate recreational pursuit. In addition, cooperation should be sought from private parties having legal control of access routes into the riverbottom, such as the Santa Fe Trailway Company, to reduce opportunities for persons to enter the Parkway and nearby private property and engage in undesirable conduct. Unless those private parties take measures to control access through their property, efforts undertaken by public agencies to control access elsewhere can be compromised.

Effective management and operation of the Parkway will be crucial to minimizing undesirable activities and unlawful conduct and improving acceptance by adjacent landowners. Undesirable or unlawful activities such as vandalism, after-hours use, and loitering would be controlled with a regular patrol presence by rangers and other Parkway personnel.

A “Park Watch” program, with appropriate signs throughout the Parkway, should be implemented to encourage visitors and residents to be alert and report suspicious activities to Parkway authorities. The effectiveness of this program can be enhanced by assuring an adequate number and distribution of emergency-only telephones and conventional coin-activated public telephones.

Vandalism can be reduced by regular maintenance and cleaning of Parkway facilities. Vandalism is less likely to occur when a high level of maintenance is visible.

A volunteer program to supplement the patrolling and maintenance of the Parkway should be encouraged. Volunteers should limit their assistance to reporting undesirable or unlawful activities to Parkway law enforcement personnel, however.

- Recreation Management
- Proposed Recreation Components
- Recreation Areas - existing and proposed
- Trails and Bikeways - including trail standards and guidelines

The goals of the recreation element of the Parkway Plan are to meet increasing demand for recreation in the Fresno-Madera region while preserving the natural resources of the river and respecting the rights and privacy of property owners. The plan concentrates proposed recreation facilities near and adjacent to the existing recreation facilities. Impacts of recreation will be reduced by improving and expanding existing facilities rather than accommodating them at new locations along the river.

- **Bridges**
 - In this plan, the multipurpose trail will require eleven new bridges. However, up to 10 miles of the multipurpose trail can be constructed between Lost Lake Regional Park and Woodward Park with only one new river bridge needed to complete the trail segment.
- **Bikeways**
 - In this plan, “bikeways” refer to on-street bicycle facilities that use existing roads and right-of-ways; they are distinct from trails, which are separate from roads.

Bikeways will provide continuous routes for bicyclists in areas where trails do not exist or do not permit bicycle use. Bikeways will provide access to the Parkway from surrounding areas. A Class II bikeway (California Department of Transportation standards) is a dedicated bike lane on a road. A Class III bikeway is a signed bike route on a road, (a Class I bikeway is a bike path separate from roads and is referred to as a multipurpose trail in this report). Parkway trails and bikeways will serve a wide variety of bicyclists. Children and families will seek bikeways that are safe, have little traffic, provide short loops (5 to 10 miles), and are scenic. Recreational and touring bicyclists will seek longer scenic routes (20 to 50 miles). Fitness and commuter bicyclists prefer efficient, high-speed routes, and may avoid busy trails.

- As development increases on the lands surrounding the Parkway, the nature of trail and bikeway use may shift, with transportation uses (e.g., commuting by bicycle) becoming greater in relation to purely recreational uses of trails. Planning and management of the San Joaquin River Parkway trails should consider their potential role for transportation as well as recreation and should provide for feeder trail connections with both uses in mind.
- **Staging Areas**
 - Vehicle parking and access to trails are provided in staging areas. Most staging areas will be within the recreation areas. Staging areas consist of a parking area, barrier, and gates providing access for trail users while barring unauthorized vehicle access, and informational and interpretive signs. Other staging area features include toilets, drinking water, and telephones for reporting emergencies. Staging areas that serve equestrian trails should provide drive-through trailer parking, watering troughs, and hitching posts.
- **Trail Corridors and Buffers**
 - Trail corridors should be of sufficient width to preserve a scenic environment for users and to minimize impacts of trail use on wildlife and their habitat and on adjacent land uses. The width will vary with terrain, vegetation, and land availability. Where feasible, a minimum width of 100' should be acquired for trail corridors. Existing vegetation or new plantings of native vegetation should be used as a buffer, or additional distance provided in open areas where new planting is not feasible.
- **Canoe Facilities**
 - The Parkway will provide new and enhanced opportunities for canoeing on the San Joaquin River. The river, various side channels, and many of the remnant

sand and gravel lakes provide opportunities for canoeing. Most of the canoeing in the river is “flat water”, requiring fairly constant paddling due to the slow current.

The experience of boaters on the river will be different than that of any other Parkway user. Large segments of the river are enclosed by riparian vegetation, screening adjacent uses.

- To support canoe use, new facilities should be provided to enable canoe trips. Access areas for put-in and take-out are planned for several locations along the Parkway, primarily within the recreation areas. They are situated to permit canoe trips of various lengths, from 2-3 hour trips to full day trips. The put-in/take-out areas will consist of a vehicle parking or drop-off area that is close to the river, with sanitation facilities, drinking water, and telephone. Informational signs will include a map of the river showing the locations of take-out points and rest areas. Canoeing regulations and safety information will be included to educate canoeists. Interpretive information can explain the natural history of the river as well as encourage low-impact recreation near sensitive wildlife habitats.
- Rest areas consisting of sanitary facilities, picnic tables, and litter receptacles will be provided at selected areas where canoeists can rest en route and use toilets without trespassing on private land. Access for canoe put-in or take-out will not be provided at rest areas, but they will be accessible by patrol, maintenance, and rescue vehicles.
- Canoe use requires a minimum amount of water to provide enough depth. The water level is controlled by the amount of water released at Friant Dam. During dry periods, just enough water is released to satisfy the downstream water right demands. Releases from Friant Dam of approximately 200 cubic feet per second in the river would provide a sufficient, though minimal, amount for canoeing in dry periods. Securing the means to reroute some of the Madera Irrigation District’s water deliveries through the river, rather than its canal, to maintain a minimal flows in the river for canoeing, would significantly enhance this important recreational use of the Parkway.
- Increased canoe use may have impacts on the river, wildlife, other parkway visitors, and nearby residents. Impacts of all types of recreation should be monitored and appropriate regulatory or managerial responses made by the Conservancy. In particular, some concerns have been expressed over the increase in rafting on the Kings River. However, the San Joaquin River’s flow is much slower than the Kings’ and rafting it would require nearly constant paddling effort, making it a fairly unattractive use. If necessary, alcohol use and possession could be banned from all of the canoe access points to prevent problems.

- **Equestrian Facilities**

- The demand for equestrian facilities is expected to be high and the Parkway will provide new opportunities for equestrian use, which will require special facilities and management. Some facilities may be private; others may be provided through concession operations on public land. The equestrian centers will include boarding facilities, trailer parking, and training areas. Access to the existing equestrian center on the P.G. & E. property needs to be improved; this can be coordinated with the redevelopment planned for Herndon. Access to a proposed equestrian center near the Highway 41 crossing can be provided via Nees Avenue, an area that is also under consideration for redevelopment.
- Most equestrian use will occur in the section between Highways 99 and 41, where there will be equestrian trails with equestrian centers at each end of the section. Where possible, separate trails will be constructed for equestrian use. Multiple-use trails that permit equestrian use will have wide equestrian shoulders to minimize conflicts with other trail users. Trails permitting equestrian use will avoid sensitive habitat areas, wetlands, and areas undergoing revegetation. Maintenance should stress control of introduced exotic plant species. The trailheads will include maps showing trails and areas where equestrian use is permitted and regulations concerning equestrian use.

- **Private Recreation Facilities**

- Private recreation facilities will continue to play a role along the Parkway. Privately operated golf courses, beach clubs, fishing areas, equestrian clubs, and other recreational facilities will help meet the recreational needs of the Fresno-Madera community. In most cases these operations would be compatible with the goals of the Parkway, but they need to conform to buffer requirements for the wildlife corridor and wildlife reserves and to meet other requirements, such as outdoor lighting and water runoff controls.
- Large-scale, high-intensity use facilities, such as waterslides, amusement zones, or any recreational pursuit involving motor vehicles or motorized watercraft (other than electric trolling motors on fishing boats), are not compatible with the Parkway or other uses currently found in the riverbottom. Spectator events or other large assemblies should not be allowed on private lands and should be limited to recreation areas on an occasional basis, with use levels monitored to assure that the carrying capacity of the site is not exceeded.

▪ **Recreation Components**

The following are proposed recreation components:

- **Lost Lake Regional Park**
(Fresno County, river mile 260.4 to 266.3)
 - Existing regional park
 - Enhancement, restoration, expansion and improved operations and management sand and gravel deposits may provide opportunities for reuse and revenue
 - Camping, swimming, beach activities, fishing, boating and other active uses
 - Lakes can provide buffer between active uses and sensitive habitat close to river
 - Relocating existing park uses to maintain river bank as wildlife corridor
 - Restoration goals include removal of exotic plant species and restoration of native species
 - potential trail linkage with Millerton Lake State Recreation Area

- **Woodward Park at Highway 41**
(River mile 255 to 257.3)
 - Existing park
 - Expand park through land acquisition
 - Sand and gravel deposits may provide opportunities for reuse and revenue
 - Additional lakes for boating, swimming, fishing and wildlife habitat
 - Additional lakes may serve as buffer between wildlife corridor and Human activity
 - Expansion plans to be coordinated with Highway 41 improvements

- **Scout Island**
(Fresno County; river mile 248.2 to 250.8)
 - Proposed for acquisition for controlled public use by permit only
 - Improvement of land access limited to accommodating group camping
 - Canoe rest area proposed

- **Highway 99**
(Madera County; river mile 243.2 to 244.2)
 - Proposed day-use activities, trailhead, and canoe put-in/take-out
 - Fresno County

- Proposed long-term lease with PG&E for continued and expanded recreational uses improve existing equestrian facility
- Consider full-service campground with recreation vehicle hookups, serving area visitor and in-transit travelers
- Potential loop trail connection with replacement of old sand and gravel bridge below Highway 99 crossing and trail bridge upstream adjacent to Riverside Municipal Golf Course

- Coombs and Gunner Ranches
(Madera County; river mile 260)
 - Private recreation area
 - Encourage and support through Parkway efforts
 - Trailhead facilities and improvement to minimize uncontrolled access points
 - Future acquisition of picnic areas with limited day-use
 - Connect future residential areas with trail system

- San Joaquin River Ecological Reserve
(Fresno County; river segment 245.5 to 248.2)
 - Owned by state Wildlife Conservation Board and operated by Department of Fish and Game
 - Restoration plans include provisions for fishing and wildlife habitat
 - Recreation activities such as hiking and canoeing may be accommodated in less sensitive habitat areas

- Spano Property
(Fresno/Madera Counties; river mile 254)
 - Potential site for golf course and equestrian facility
 - Existing lake and revegetated areas (former sand and gravel operations) provide buffer between golf course and wildlife corridor

- Moen Lakes Fishing Area
(Madera County; river mile 250.8 to 255)
 - Privately owned and operated
 - Potential for additional lakes to be stocked with fish for public fishing
 - Proposed combined canoe rest area and put-in/take-out area upstream of haul route bridge
 - Potential trail linkage along river and feeder trail in vicinity of Nees Avenue

- Trails and Bikeways
(Fresno and Madera Counties)
 - Continuous trail concept is from Millerton Lake State Recreation Area to Highway 99 crossing where multipurpose trail would terminate with a 2-mile loop.
 - Develop hierarchy of trails and bikeways for hikers, joggers, walkers, bicyclists and equestrians and alternative commute route
 - Multipurpose trail to be developed as spine route lining portions of Parkway
 - Internal trails provide loop opportunities within recreation areas

- **Trail Location Criteria**
 - Avoidance of steep grades whenever possible
 - Avoidance of cutting new routes into the erodible bluffs
 - Minimization of distance through natural reserves, skirting as much of the wildlife corridor as possible, and avoidance of environmentally sensitive areas.
 - Avoidance of existing residences and agricultural operations
 - Avoidance of land uses that pose a hazard, such as aquaculture ponds or sand and gravel operations
 - Utilization of some existing trails and unimproved roads

- **Trail Standards and Guidelines**
 - Separate, parallel trails, where feasible
 - Twelve foot-wide bicycle trails to be paved with firm granular or other paving material
 - Eight foot-wide equestrian and hiker trail finished with soft granular or native soil
 - Twelve foot-wide, paved with firm granular or asphalt section with 8'-wide soft granular or native soil shoulders on one side single corridor trail will be developed for all users where separate trails are not possible
 - Absent adequate width along levees or tracks, posted signs will indicate trail use rules including speed control or dismounting bicycles.
 - Internal trails will be constructed according to use.

- **Bikeways**
 - On-street bicycle facilities that use existing roads and right-of-ways

- **Staging Areas**
 - Provides vehicle parking and access to trails
 - Consist of controlled, permitted and authorized parking area, barrier and gates for trail users
 - Other features may include toilets, drinking water, and telephone
 - Equestrian staging areas should provide drive-through trailer parking, watering troughs, and hitching posts

- **Trail Corridors and Buffers**
 - Corridors width will preserve scenic environment for users and minimize impacts of trail use on wildlife and their habitat and adjacent land use
 - Minimum width of 100 feet for trail corridors, where feasible
 - Existing vegetation or new plantings of native vegetation should be used as a buffer
 - Increase corridor width where vegetation as a buffer is not feasible

- **Canoe Facilities**
 - Locate access areas for put-in and take-out to provide 2-3 hour trips as well as full day trips
 - Each access areas will have vehicle parking or drop-off area with sanitation facilities, drinking water, and telephone
 - Informational signs will include a map of the river and access points, regulations and safety information and interpretive information
 - Rest areas with sanitary facilities, picnic tables and litter receptacles will be provided at selected areas with vehicle access only for patrol, maintenance and rescue vehicles
 - Seek adequate water flow release from Friant and potential other sources

- **Equestrian Facilities**
 - Both private and public equestrian centers will include boarding facilities, trailer parking, and training areas
 - Equestrian use will avoid sensitive habitat areas, wetlands, and areas undergoing revegetation
 - Maintenance should stress control of introduced exotic plant species
 - Regulations will be posted with trailhead maps showing trails and areas where use is permitted

- **Private Recreation Facilities**

- Privately operated golf courses, beach clubs, fishing areas, equestrian clubs, and other recreational facilities should conform to buffer requirement for the wildlife corridor and wildlife reserves and other requirements, such as outdoor lighting and water runoff controls.
- Large-scale, high-intensity use facilities, such as waterslides, amusement zones, or any recreational pursuit involving motor vehicles or motorized watercraft are not compatible with the Parkway.
- Spectator events or other large assemblies should not be allowed on private lands and should be limited to recreation areas on an occasional basis and managed to avoid exceeding carrying capacity of the site

❖ MINERAL RESOURCE ELEMENT

➤ MINERAL RESOURCE GOALS

- MR1 Promote the reclamation of land after removal of sand and gravel deposits in ways that will enhance or complement the Parkway and its natural resources and recreational opportunities.
- MR2 Assure that Parkway facilities are designed, constructed and operated in such a way that sand and gravel mining operations are not adversely affected and that they will not preclude future extraction in all MRZ-2 designated areas.

➤ MINERAL RESOURCE OBJECTIVES

- MRO1 Promote a consistent approach among the jurisdictions to permitting, reclamation plan requirements, and reclamation monitoring such that owners of sand and gravel resources maintain the ability to mine them, if they choose.
- MRO2 Cooperate with local land use control agencies in the development of standards concerning mining operations, processing sites and haul routes proposed within the Parkway.

➤ MINERAL RESOURCE POLICIES

▪ Mineral Resource Policies

- MRP1 Site Parkway structures with long economic life (e.g., a restroom) where they will not preclude or interfere with future mining operations. As needed, pending the future initiation of mining operations, construct temporary facilities that do not represent a significant economic commitment and can be readily relocated, such as unpaved trails.
- MRP2 Site trails/bikeways and other recreation areas at least 300 feet from the edge of active mining operations and separate them by physical barriers; avoid trail/bikeway crossings of active haul routes whenever possible; if crossings of haul routes are necessary, separate where feasible.
- MRP3 Augment state reclamation guidelines as needed for the Parkway to protect existing riparian woodlands, enhance or complement the revegetation of the wildlife corridor and adjacent areas, improve lakes as Parkway features by

providing for specific wildlife habitat needs or replication of natural landscapes, and reflect public safety needs.

MRP4 Public access facilities on lands containing sand and gravel operation may be developed where temporary access is feasible in areas containing mineral resources that have yet to be extracted.

▪ **Mineral Design Policy**

MDP1 No intensive public use areas should be sited near mineral resource processing plants. Temporary berms, a minimum 10' height, with signed fencing should be used to separate publicly accessible trails and use areas from mining activities. Where trails cross haul routes, consideration should be given to using bridges to segregate use or to opening trails for public use only when mining is not active.

❖ PLAN IMPLEMENTATION ELEMENT

The San Joaquin River Conservancy is the responsible entity charged with implementing the goals, objectives and policies of the Parkway Plan. The Board recognizes the need to coordinate the work of the Parkway with private property owners and with the programs of the appropriate land use and regulatory agencies. For this reason among others, the Parkway Plan is programmatic and conceptual in scope. It is intended to use cooperative and collective efforts to develop greater detail and specificity for the implementation of the plan components.

The implementation of the Parkway Plan is initiated by the Conservancy as the Lead Agency under CEQA and its consideration of the certification of the program EIR. The affected local jurisdictions may consider adoption of the plan as a planning document relying on the certified EIR. Each individual development project in the Parkway is subject to environmental review and approval by the affected local jurisdiction.

➤ LAND ACQUISITION GOALS

- LA1 Establish natural reserves and recreation areas in conjunction with a continuous wildlife corridor and trail system.
- LA2 Meet Parkway and landowner needs on mutually acceptable terms.

➤ LAND ACQUISITION OBJECTIVES

- LO1 Acquire undisturbed or fragile land suitable for the wildlife corridor or a natural reserve before acquiring previously disturbed land for restoration of vegetation or for a recreation area.
- LO2 Make the most effective use of limited public funds.
- LO3 Protect existing development entitlement in a manner that retains property values while meeting Parkway objectives.
- LO4 Protect agriculture (crops, livestock, orchards, and ornamental trees) in the Parkway if feasible.

➤ LAND ACQUISITION POLICIES

- LP1 Make purchase of full fee title (as well as easements and other alternative land transactions) on the basis of a willing seller only and an offer of fair market value

or other mutually satisfactory terms.

- LP2 No land shall be acquired for the Parkway by the San Joaquin River Conservancy by the exercise of eminent domain.
- LP3 In choosing among lands from willing sellers and for which acquisition funding is available, acquire land and water areas for habitat protection before acquisitions for recreational uses.
- LP4 Seek donations, facilitate land exchanges, and create mitigation banks whenever possible to minimize expenditures of public funds. Attempt to acquire a real property interest (e.g., easement or option) that is available at a cost less than the full fee purchase, if acceptable to the affected landowner. However, in most instances when the land to be acquired is planned for intensive recreational use or the protection of especially fragile natural resources, the full fee interest should be purchased.
- LP5 Conservancy staff shall consult the San Joaquin River Administrative Maps to be fully aware of public land opportunities for future land transactions and negotiations.

▪ **Land Acquisition for Wildlife Habitat Policies**

- LW1 Privately-owned parcels within the Parkway that become available for acquisition should be prioritized as to their wildlife habitat value and restoration potential.
- LW2 An emphasis should be placed on acquiring parcels that consolidate areas of habitat or secure segments of the wildlife corridors.
- LW3 A piecemeal approach to land acquisition that produces disjunctive islands of wildlife habitat should be avoided as an ineffective method of ensuring the long-term viability of the wildlife community within the Parkway.
- LW3 Initial acquisitions for wildlife habitat should concentrate in and around the key wildlife habitat preservation and restoration areas, especially Rank Island-Ledger Island-Ball Ranch-DFG Willow Unit, which collectively have the highest quality and most diverse habitat values, the area upstream of DFG's Milburn Unit; and the riverbottom area between Highway 41 and Fig Garden Golf Club. Portions of these areas are already publicly owned, but most are not, and should be considered priority acquisitions.

▪ **Land Acquisition Public Service Facilities Policies**

- PS1 Furnish necessary public service facilities (water, electricity, telephone) on land currently supporting a public service facility and other land needed for development of those facilities if considered necessary for the health, safety, and welfare of the people of the area. Do not furnish public service facilities in areas with native vegetation or sensitive wildlife breeding or nesting habitat.
- PS2 Funding and programs for Parkway patrols and public safety including mutual response for the river corridor should be facilitated by the Conservancy. Conservancy trail segments should be implemented with sufficient funds to provide for operations, maintenance and security of that segment of the Parkway. The Conservancy should lead the development of coordinated response system for river corridor Parkway area with all affected state and local law enforcement agencies. This coordinated response should include a regional response for the river corridor, and vehicular access for emergency response.
- PS3 Any needed public facilities for drinking water will be built, operated and monitored in conformance with State standards for public, non-community water systems and in conformance with Fresno County, Madera County, and the City of Fresno water well ordinances.

➤ **BUFFER ZONES AND ADJACENT LAND USES - GOALS, OBJECTIVES AND POLICIES**

Buffer zones between human activity and wildlife habitat are a key component of the Parkway Plan that will allow multiple uses of parts of the riverbottom and still provide protection for wildlife species. No one buffer zone width is appropriate for all human-wildlife interactions. Zone width is dependent upon the sensitivity to disturbance of the wildlife species present, the type of vegetation within the buffer zone (e.g., tall vegetation that acts as a noise and visual screen), and the type of intensity of the adjacent human activity.

▪ **Buffer Zones and Adjacent Land Use Policies**

- BZ1 Establish and maintain 250 meters of buffer zone for sensitive wildlife where possible.
- BZ2 Provide native vegetation for screening wildlife from human activity and accommodate less width for buffer zone.

- BZ3 Incorporate Table 1 recommendations for buffer zones into Parkway guidelines.
- BZ4 Delineate buffer zones based on site-specific investigations.
- BZ5 Conduct environmental review of semi-natural, such as golf courses, projects for habitat use.
- BZ6 Priority for sites to be revegetated with riparian habitat should go to areas to establish and enhance wildlife habitat and corridors.
- BZ7 Areas that would benefit from establishment of taller and denser riparian habitat in a buffer area are those locations where trails approach important wildlife habitat.
- BZ8 Where low density residential uses or passive recreational activities in the Parkway adjoin wildlife habitat, there should be a minimum 100-foot wide buffer zone and an additional setback zone or area without structures that is not less than 50 feet wide. The setback zone could be used for compatible landscaping, patio, or parking uses, but not a building. Where the 100-foot buffer plus 50-setback approach is not feasible, an offsetting expansion of the corridor width on the opposite shore should be a priority.
- BZ9 Lighting associated with development in the riverbottom should be minimized, carefully planned, and regulated. Lighting should not be allowed in the vicinity of the wildlife corridor or a natural reserve, except where public safety necessitates it. The impacts of lighting can be further minimized by planting tall vegetation that acts as a screen between the light source and the corridor or reserve. Regulating lights by automatic timers will assure that they switch off when no longer needed.

Table 1
Recommended Buffer Zones for the Protection of Wildlife Habitat
(Natural Reserves and Wildlife Corridors)

| Adjacent Land Use | | | | | | | |
|--------------------------|---------------------------------|-----------------------------------|-------------------------|---------------|---------------------------------|------------------------------|-------------------|
| Buffer Zone Width (feet) | Passive Recreation ¹ | Intensive Recreation ² | Agriculture/Pastureland | Sand & Gravel | Low Density Housing <1/20 acres | High Density Housing >1/acre | Business/Industry |
| 100 | | | X | | | | |
| 150 | X | | | | X | | |
| 300 | | X | | X | | | |
| 600 | | | | | | X | X |

¹ Hiking, biking, horseback riding or golf.

² Large concentrations of people camping, fishing, or picnicking; boat launching areas.

One potential impact to wildlife that may not be able to be buffered by distance is canoe traffic down the river. This could have potential serious consequences to such sensitive species as bald eagles and great blue herons, which are active close to the river channel. These species will acclimate to low level human presence, provided it is predictable and non-threatening. Commercial canoe rentals are incompatible, as they would tend to promote a higher level of human presence. The Conservancy as well as canoeist organizations should assume responsibility for educating the boating public about sensitive wildlife species encountered along the river.

Lighting associated with development in the riverbottom should be minimized, carefully planned, and regulated. Lighting should not be allowed in the vicinity of the wildlife corridor or a natural reserve, except where public safety necessitates it. In instances where lighting is necessary, it should be of the lowest practicable intensity and directed away from the corridor or reserve. The impacts of lighting can be further minimized by planting tall vegetation that acts as a screen between the light source and the corridor or reserve. Regulating lights by automatic timers will assure that they switch off when no longer needed.

➤ **AGRICULTURE GOALS, OBJECTIVES AND POLICIES**

▪ **Agriculture Objective**

AO1 Protect agriculture (crops, livestock, orchards, and ornamental trees) in the Parkway if feasible.

➤ **COMMERCIAL GOALS, OBJECTIVES AND POLICIES**

▪ **Commercial Policy**

CP1 Provide commercial activities needed to serve Parkway visitors, such as sales of food and beverages, camper's grocery items, and books, guides, and educational materials, under special use permits and consistent with the other objectives and policies applicable to the Parkway.

SAN JOAQUIN RIVER CONSERVANCY

RESOLUTION 97 - 9

RESOLUTION CERTIFYING THE ENVIRONMENTAL IMPACT REPORT
FOR THE SAN JOAQUIN RIVER PARKWAY INTERIM MASTER PLAN

WHEREAS, pursuant to the provisions of AB 3121 (Statutes 1990, Ch. 1025) and in response to the goals set forth therein, the San Joaquin River Parkway Task Force was appointed and developed the 1992 San Joaquin River Parkway Plan;

WHEREAS, the San Joaquin River Conservancy Board reviewed the 1992 San Joaquin River Parkway Plan developed by the San Joaquin River Task Force; developed an Interim Parkway Master Plan ("Master Plan") based on the goals, objectives and policies contained in the 1992 Task Force Plan; and directed the preparation of an environmental impact report on the Master Plan;

WHEREAS, the Board adopted Resolution 94-6 on October 27, 1994 indicating its intention to take the lead in preparing an environmental impact report to examine the potentially significant environmental impacts related to the proposed adoption of the Interim Master Plan as the long term management plan for the San Joaquin River Parkway;

WHEREAS, the San Joaquin River Conservancy has caused to be prepared the document entitled "Program Environmental Impact Report on the San Joaquin River Parkway Interim Master Plan:"

WHEREAS, said document was circulated for public review and comment pursuant to the requirements of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines;

WHEREAS, the Conservancy Board has received and discussed public comment on said document at its noticed public noticed meetings on July 24, September 25, October 23, and November 14, 1997;

WHEREAS, the Conservancy Board has reviewed and considered the documentary and oral evidence submitted at the public hearings and during the public review process concerning the draft EIR and the proposed final EIR, and received a recommendation of certification of the EIR from staff at the Board's meeting on November 14, 1997;

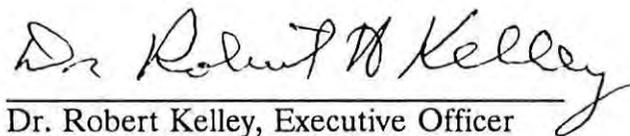
WHEREAS, based on its review of the entire documentary and oral record concerning this EIR, at its meeting on November 14, 1997, the Conservancy determined to certify the EIR, provided that a resolution reflecting this determination would be presented for adoption by the Conservancy Board;

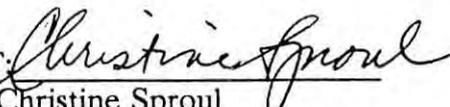
NOW, THEREFORE, BE IT RESOLVED BY THE SAN JOAQUIN RIVER CONSERVANCY GOVERNING BOARD THAT:

- (1) That it has reviewed and considered the information contained in the Program Environmental Impact Report on the San Joaquin River Parkway Interim Master Plan, consisting of the Draft EIR, the Final EIR which contains comments, responses to comments, and changes to the Draft EIR, and all of the comments and responses thereto presented at the October 23 and November 14, 1997, Board meetings;
- (2) That in its judgment and based on its independent review it hereby finds that the Environmental Impact Report on the San Joaquin River Parkway Interim Master Plan is adequate and has been prepared in compliance with the California Environmental Quality Act and the state CEQA Guidelines;
- (3) That all documentary and oral evidence, including comments, responses, testimony, relevant portions of the Board's meeting minutes for public hearings on and certification of the EIR, and the written transcript of the public hearing concerning the EIR on November 14, 1997, are incorporated by this reference as an appendix to the Final EIR.

Passed and adopted by the Board of the
SAN JOAQUIN RIVER CONSERVANCY

on December 18, 1997


Dr. Robert Kelley, Executive Officer

ATTEST: 
Christine Sproul
Deputy Attorney General

SAN JOAQUIN RIVER CONSERVANCY

RESOLUTION NO. 97 -10

RESOLUTION ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPTING THE SAN JOAQUIN RIVER PARKWAY INTERIM MASTER PLAN AS THE MASTER PLAN FOR THE SAN JOAQUIN RIVER PARKWAY

WHEREAS, the San Joaquin River Conservancy Act (the "Act"), Public Resources Code Division 22.5, commencing at § 32500 (Stats. 1992, Ch. 1012 (AB 2452)), in § 32510 authorizes and directs the San Joaquin River Conservancy (the "Conservancy") to acquire and to manage public lands within the San Joaquin River Parkway (the "Parkway") to provide a harmonious combination of low-impact recreational and educational uses and wildlife protection;

WHEREAS, the Act (§ 32528) authorizes the Conservancy to implement the San Joaquin River Parkway Task Force Plan and to adopt and carry out management plans for the protection of the natural and recreational resources of the Parkway;

WHEREAS, the Conservancy reviewed the 1992 San Joaquin River Parkway Task Force Plan; and then prepared the San Joaquin River Parkway Interim Master Plan ("Master Plan") based on the goals, objectives and policies contained in the 1992 Task Force Plan; and then directed the preparation of an Environmental Impact Report on the Master Plan in compliance with the requirements of the California Environmental Quality Act ("CEQA");

WHEREAS, numerous public meetings were conducted for public review and for the receipt of public comments on the Master Plan along with the preparation and circulation of the draft and final EIR documents on the Master Plan;

WHEREAS, the San Joaquin River Parkway Interim Plan complies with all applicable requirements of law;

WHEREAS, at the conclusion of these public meetings and after review of all of the documentary and oral evidence related to the proposed Master Plan and the EIR, the Conservancy staff recommended certification of the EIR and adoption of the Master Plan with the changes and modifications reflected in the final EIR;

WHEREAS, the Conservancy has reviewed and considered the information contained in the Environmental Impact Report ("EIR") on the Master Plan and has certified that the EIR was prepared in compliance with CEQA;

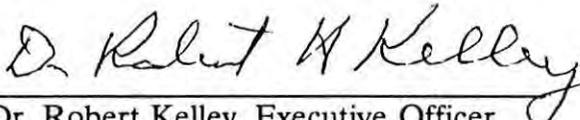
WHEREAS, at its meeting on November 14, 1997, at the conclusion of testimony and comment on the EIR and the Master Plan, the Conservancy determined to adopt the Master Plan, as proposed and with the changes included in the final EIR; provided that a statement of findings would be presented for adoption by the Conservancy Board;

NOW, THEREFORE, BE IT RESOLVED BY THE SAN JOAQUIN RIVER CONSERVANCY THAT

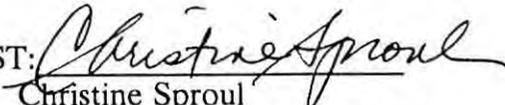
- (1) The attached "Findings of Fact and Statement of Overriding Considerations on the San Joaquin River Parkway Interim Master Plan and the Environmental Impact Report Prepared on this Plan" are incorporated herein by this reference and are hereby adopted;
- (2) The San Joaquin River Parkway Master Plan is hereby approved and adopted, including the changes and additions set forth in the Final Environmental Impact Report on this Plan and the Mitigation Monitoring Report included in that Environmental Impact Report;
- (3) The Executive Officer is hereby directed to take such further action, including preparing and filing a Notice of Determination in accordance with the California Environmental Quality Act, as needed and required to reflect this Board's action adopting the San Joaquin River Parkway Master Plan.

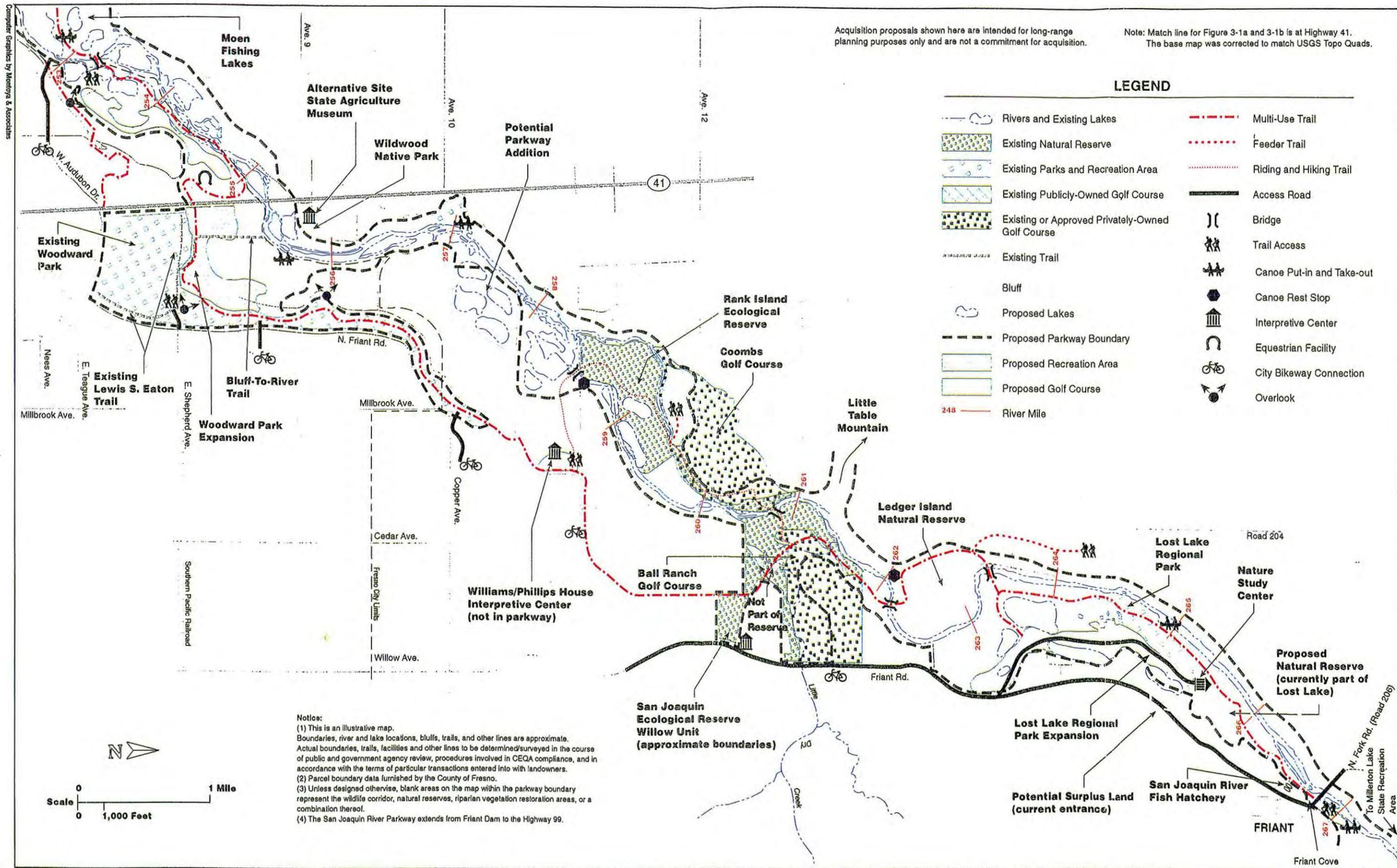
Passed and adopted by the Board of the
SAN JOAQUIN RIVER CONSERVANCY

on December 18 1997.



Dr. Robert Kelley, Executive Officer
San Joaquin River Conservancy

ATTEST: 
Christine Sproul
Deputy Attorney General



Acquisition proposals shown here are intended for long-range planning purposes only and are not a commitment for acquisition.

Note: Match line for Figure 3-1a and 3-1b is at Highway 41. The base map was corrected to match USGS Topo Quads.

LEGEND

- Rivers and Existing Lakes
- Existing Natural Reserve
- Existing Parks and Recreation Area
- Existing Publicly-Owned Golf Course
- Existing or Approved Privately-Owned Golf Course
- Existing Trail
- Bluff
- Proposed Lakes
- Proposed Parkway Boundary
- Proposed Recreation Area
- Proposed Golf Course
- Multi-Use Trail
- Feeder Trail
- Riding and Hiking Trail
- Access Road
- Bridge
- Trail Access
- Canoe Put-in and Take-out
- Canoe Rest Stop
- Interpretive Center
- Equestrian Facility
- City Bikeway Connection
- Overlook
- 248 River Mile

Notice:
 (1) This is an illustrative map. Boundaries, river and lake locations, bluffs, trails, and other lines are approximate. Actual boundaries, trails, facilities and other lines to be determined/surveyed in the course of public and government agency review, procedures involved in CEQA compliance, and in accordance with the terms of particular transactions entered into with landowners.
 (2) Parcel boundary data furnished by the County of Fresno.
 (3) Unless designed otherwise, blank areas on the map within the parkway boundary represent the wildlife corridor, natural reserves, riparian vegetation restoration areas, or a combination thereof.
 (4) The San Joaquin River Parkway extends from Friant Dam to the Highway 99.



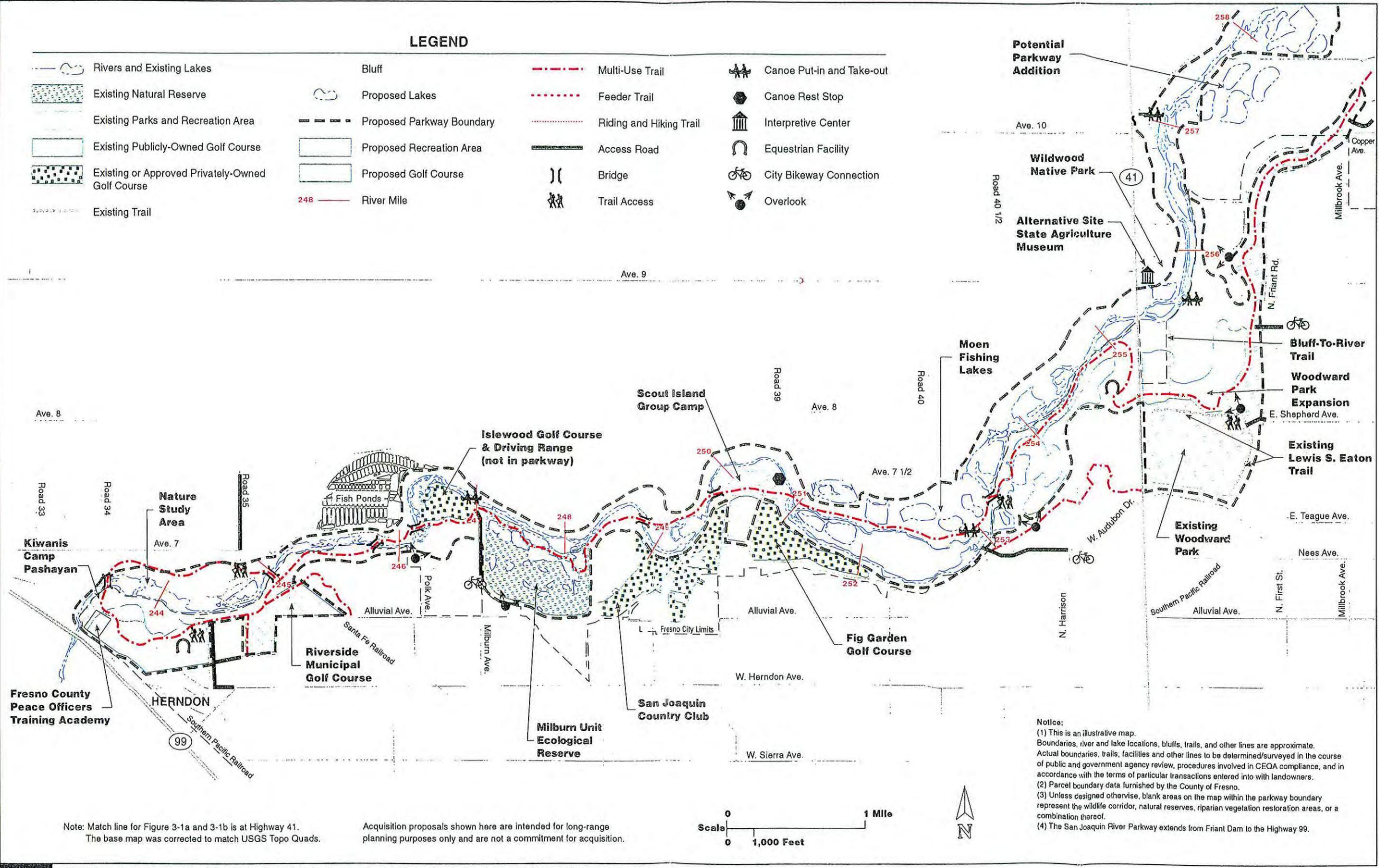
SOURCE: Dagermond & Associates, 1992; EIP Associates; Basis: The basis for this map is the San Joaquin River Parkway Task Force 1992 plan as adopted by the Conservancy on December 7, 1995. The 1992 plan has been modified for accuracy to correspond to USGS Topo Quads - Fresno North, Friant, Lanes Bridge, Herndon, and to incorporate river miles from U.S. Bureau of Reclamation maps.

Figure 3-1a
 San Joaquin River Parkway Plan

October 1997

LEGEND

| | | | |
|--|---------------------------|-------------------------|---------------------------|
| Rivers and Existing Lakes | Bluff | Multi-Use Trail | Canoe Put-in and Take-out |
| Existing Natural Reserve | Proposed Lakes | Feeder Trail | Canoe Rest Stop |
| Existing Parks and Recreation Area | Proposed Parkway Boundary | Riding and Hiking Trail | Interpretive Center |
| Existing Publicly-Owned Golf Course | Proposed Recreation Area | Access Road | Equestrian Facility |
| Existing or Approved Privately-Owned Golf Course | Proposed Golf Course | Bridge | City Bikeway Connection |
| Existing Trail | River Mile | Trail Access | Overlook |



Notice:
 (1) This is an illustrative map. Boundaries, river and lake locations, bluffs, trails, and other lines are approximate. Actual boundaries, trails, facilities and other lines to be determined/surveyed in the course of public and government agency review, procedures involved in CEQA compliance, and in accordance with the terms of particular transactions entered into with landowners.
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 (3) Unless designed otherwise, blank areas on the map within the parkway boundary represent the wildlife corridor, natural reserves, riparian vegetation restoration areas, or a combination thereof.
 (4) The San Joaquin River Parkway extends from Friant Dam to the Highway 99.

Note: Match line for Figure 3-1a and 3-1b is at Highway 41. The base map was corrected to match USGS Topo Quads.

Acquisition proposals shown here are intended for long-range planning purposes only and are not a commitment for acquisition.

SOURCE: Dangermond & Associates, 1992; EIP Associates; Basis: The basis for this map is the San Joaquin River Parkway Task Force 1992 plan as adopted by the Conservancy on December 7, 1995. The 1992 plan has been modified for accuracy to correspond to USGS Topo Quads - Fresno North, Friant, Lanes Bridge, Herndon, and to incorporate river miles from U.S. Bureau of Reclamation maps.



Figure 3-1b
San Joaquin River Parkway Plan