

# NOTICE OF PREPARATION

DATE: June 17, 2013

TO:	State Clearinghouse	FROM:	Melinda Marks
	Responsible Agencies		Executive Officer
	State Trustee Agencies		San Joaquin River Conservancy
	Other Public Agencies		5469 E. Olive Avenue
	Interested Organizations		Fresno, CA 93727

SUBJECT: Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the San Joaquin River Parkway Master Plan Update

LEAD AGENCY/SPONSOR: San Joaquin River Conservancy

PROJECT TITLE: San Joaquin River Parkway Master Plan Update

This NOP has been prepared for the EIR for the San Joaquin River Parkway Master Plan Update, herein referred to as "Master Plan Update" or "Project." The San Joaquin River Conservancy (Conservancy) is the Lead Agency for the preparation of an EIR for the proposed Project. The determination to prepare an EIR was made by the Conservancy. This NOP is prepared in compliance with Section 15802 of the California Environmental Quality Act (CEQA) Guidelines. The Conservancy is soliciting comments on the scope and content of the EIR. The Conservancy will prepare an EIR to address the environmental impacts associated with implementing the Master Plan Update at a programmatic level. The programmatic EIR will be qualitative in nature. The proposed Project, its location and potential environmental effects are described below.

Members of the public and public agencies are invited to provide comments in writing as to the scope and content of the EIR. The Conservancy needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed Project. Your agency will need to use the EIR prepared by the Conservancy when considering any permit or other approvals for the Project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than the close of the 30-day NOP review period on July 17, 2013. A Scoping Meeting will be held **July 9, 2013, at 5:30 PM at the Pinedale Community Center, 7170 N. San Pablo Ave., Fresno, CA 93650.**

Please mail your comments to Melinda Marks, Executive Officer, at the address shown above or email to [melinda.marks@sjrc.ca.gov](mailto:melinda.marks@sjrc.ca.gov) with "San Joaquin River Parkway Master Plan Update EIR" as the subject. Please include a contact person for your agency.

### ***A. Project Location, Description and Objectives***

This section describes the location, the Project description and objectives of the proposed Project.

#### **1. Project Location and Setting**

As shown on Figure 1, the proposed Project is located in the heart of the San Joaquin Valley, a part of the greater area in California known as the Central Valley. The proposed Project extends through portions of Fresno and Madera Counties as well as the City of Fresno. As shown on Figure 2, the Master Plan Update study area, herein referred to as the Parkway Area, is on both sides of the San Joaquin River. The river serves as the boundary between the counties of Madera and Fresno. The Parkway Area follows the San Joaquin River for an approximately 23-mile reach from river mile 267.6 at the face of Friant Dam to Highway 99 at river mile 243.2. The Parkway Area is generally within the floodplain of the river, and varies in width from narrow corridors where the bluffs are close to the river, to broader, less topographically constrained areas.

#### **2. Project History**

The proposed Project is an “update” to the San Joaquin River Parkway Master Plan and Environmental Impact Report certified and adopted in December 1997 by the Conservancy.

The San Joaquin River Parkway vision emerged in response to community and government concerns about the future of the San Joaquin River, the loss of the San Joaquin Valley's riparian habitat, and the effects of urban development. Additionally, there was minimal public access to the river for recreational and educational use, and only one public park in this reach. Awareness of the recreational opportunities presented by the river and the need for comprehensive planning and resources management among multiple jurisdictions led to enactment of the San Joaquin River Conservancy Act (Sections 32500 to 32520 of the California Public Resources Code).

The San Joaquin River Conservancy was created by the California Legislature to develop and manage the San Joaquin River Parkway, a planned 22-mile natural area and wildlife corridor extending from Friant Dam to State Route 99, with interconnected trails, recreation and outdoor education features. The Conservancy's statutory mission includes protecting the river's environmental, wildlife, cultural, scientific, agricultural, educational, recreational, scenic, and flood conveyance resources of regional and statewide significance. The Conservancy is mandated to implement the San Joaquin River Parkway Master Plan by:

- Acquiring approximately 5,900 acres of land from willing sellers at fair market value;
- Improving, operating, and managing those lands for public enjoyment consistent with protection of natural and cultural resources; and
- Protecting, enhancing, and restoring riverine and floodplain habitat and ecological diversity.

#### **3. Project Description & Objectives**

The Master Plan Update, a programmatic document, is a long-term, large-scale plan that would be implemented incrementally and in phases over many years. The proposed Master Plan Update presents conceptual Parkway development projects, and goals and policies under which the development would be pursued and implemented. The development of individual projects would be evaluated separately by the Conservancy or other appropriate lead agencies subject to separate

site-specific CEQA analysis. The attached Initial Study (IS) evaluates at a programmatic level the potential environmental consequences that could occur as a result of adopting and implementing the proposed Master Plan Update. The Conservancy has undertaken the process to prepare the Master Plan Update and will prepare the supporting EIR consistent with the findings of the attached IS.

The Master Plan Update provides guidance for a wide range of agencies and organizations involved in developing and implementing the Parkway including, but not limited to, the Conservancy, the City of Fresno, the counties of Fresno and Madera, the San Joaquin River Parkway and Conservation Trust (the Parkway Trust), State Lands Commission, the California Department of Parks and Recreation, the California Wildlife Conservation Board, and the California Department of Fish and Wildlife. The Master Plan Update does not affect the land use authorities of the local jurisdictions.

The Parkway Area and the lands and facilities conceptually planned to achieve the Master Plan Update are depicted in Figure 3. Existing Parkway lands and facilities, planned Parkway facilities, and Parkway opportunities presented by lands in public ownership are illustrated. Proposed habitat restoration, recreation, and education improvements, including trails, interpretative centers, staging areas, and so forth, are depicted in generalized locations and are not intended to be site-specific.

Additional lands and easements may be acquired within the Parkway Area to connect trails and wildlife movement corridors; conserve and improve ecological values, natural resources, and cultural resources; and provide for additional recreational and educational opportunities, as envisioned in the Master Plan Update. The Parkway Area as shown on Figure 2 includes lands in private ownership that are eligible for Parkway development, if they are ever acquired for the Parkway through willing buyer/willing seller negotiations. Including private lands within the Parkway Area on a map or describing them in the Master Plan Update does not and is not intended to initiate or to represent possible acquisition or Parkway development. It is also anticipated that land dedications, mitigation lands, and land donations will also add to public Parkway lands.

Future site-specific, project-specific actions will determine the ultimate extent and locations of Parkway lands and improvements. Project siting will be based on complex interactions among numerous factors, including: existing riparian vegetation and other sensitive plant communities; the potential for habitat restoration; foraging, nesting, and breeding habitat; wildlife movement patterns; lands reclaimed from sand and gravel mining; flood hazard areas; visual characteristics as viewed from the river and bluffs; existing recreation patterns; current and future recreational needs; available access routes into the Parkway; hazards and public safety considerations; location of existing publicly owned land; opportunities to purchase private lands or obtain easements; and land use patterns and adjacent land uses.

The Master Plan Update development and implementation may consist of the following:

1. Acquisition of a total of 5,900 acres of public conservation lands.
2. Revegetation, restoration, and enhancement of (ultimately) self-sustaining riparian, wetland, floodplain, and upland habitats on Conservancy and other public lands; including grading, invasive species management, and installation and operation of irrigation systems.
3. Development, operation, and maintenance of a 23-mile paved primary multiple-use Parkway trail, and a system of interconnected secondary, hiking, equestrian, bicycling, and special needs trails.

4. Through coordination with affected agencies, rehabilitation of inadequate bridges and crossings and development, operation, and maintenance of permanent, temporary, and seasonal bridges and crossings (including weirs, fords, culverts, pedestrian decks on vehicle bridges, and other types of crossings) for pedestrian, bicycling, equestrian, maintenance, and management uses as necessary and feasible to connect the primary trail system, provide separation from roads, and improve safety.
5. Development, operation, and maintenance of a river non-motorized boating trail consisting of interspersed trailered canoe/kayak launches and take-outs, hand-carried boat launches and take-outs, canoe docks, and rest stops with picnic tables and restrooms, and providing for boating on internal ponds (primarily non-motorized watercraft and fishing boats with small motors).
6. Development, operation, and maintenance of designated campgrounds, including tent camping and recreational vehicle hookups and services.
7. Development, operation, and maintenance of ancillary facilities and features to support public access and recreational uses, and Parkway infrastructure, including but not limited to gates, fences, entrances and access roads; trailheads, parking, and staging areas; restrooms; kiosks; children's play equipment; way-finding, and regulatory signs; water service and other utility connections; on-site stormwater drainage, swales, and erosion control; drinking fountains; picnic areas and shade structures; Americans with Disabilities Act (ADA)/universal access accommodations; golf courses, if such facilities are acquired for Parkway purposes; equestrian trail riding; non-motorized boating and paddling; and bicycling.
8. Development, operation, and maintenance of ancillary facilities and features to support educational uses, including but not limited to outdoor classrooms and small group amphitheaters; bus parking and turnarounds; interpretive signs; turfing areas; displays, exhibits, and outdoor museum features.
9. Development, operation, and maintenance of vista points, observation decks, and fishing piers and docks.
10. Development, operation, and maintenance of offices for use by Parkway staff; small storage facilities; shops/interfaces for visitor amenities, information and recreational rentals; nurseries; stewardship and park host residences; and equipment maintenance yards.
11. Development, operation, and maintenance of visitor and interpretive centers as feasible.
12. Development, operation, and maintenance of community-supported small scale farming and agriculture uses compatible with resources protection and multiple-use, multiple-benefit land management.

Consistent with Section 15168 of the CEQA Guidelines a program-level EIR will be prepared to analyze the potential impacts of adopting and implementing the Master Plan Update for the Parkway Area. The Master Plan Update seeks to accomplish the following objectives:

- Set forth programmatic long-range goals, objectives, policies, and plans to accomplish wildlife habitat conservation and enhancement, public access and recreation, environmental education, and natural and cultural resource conservation and management within the San Joaquin River Parkway.
- Establish goals, policies, environmental commitments, and design standards to guide Parkway development and management.
- Identify and evaluate geographic, environmental, physical, and regulatory constraints and opportunities to implement the Parkway within the planning area.
- Consider implementation strategies and financing mechanisms for developing and supporting the on-going operations, maintenance, and management of the Parkway.

- Develop Parkway-wide strategies for cohesively generating environmental benefits and mitigating the impacts of Parkway development, rather than relying on project-specific, incremental mitigation.

***B. Public Agency Approvals***

The Conservancy is the Lead Agency for adoption of the Master Plan Update. While other agencies may be consulted during the Master Plan Update process, their approval is not required for the Master Plan Update adoption. However, subsequent development under the Master Plan Update may require approval of State, federal and local responsible, and trustee agencies that may rely on the programmatic EIR for decisions in their areas of expertise. See a partial list above under Project Description & Objectives.

***C. Environmental Factors Potentially Affected***

The proposed Master Plan Update could potentially affect the following environmental factors and each will be addressed in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Parks and Recreation
- Transportation and Traffic
- Utilities and Service Systems

ATTACHMENTS:

1. **Figure 1: Regional Vicinity Map**
2. **Figure 2: Parkway Area**
3. **Figure 3: Conceptual Parkway Master Plan**
4. **Initial Study**

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**SAN JOAQUIN RIVER CONSERVANCY**  
SAN JOAQUIN RIVER PARKWAY MASTER PLAN UPDATE INITIAL STUDY

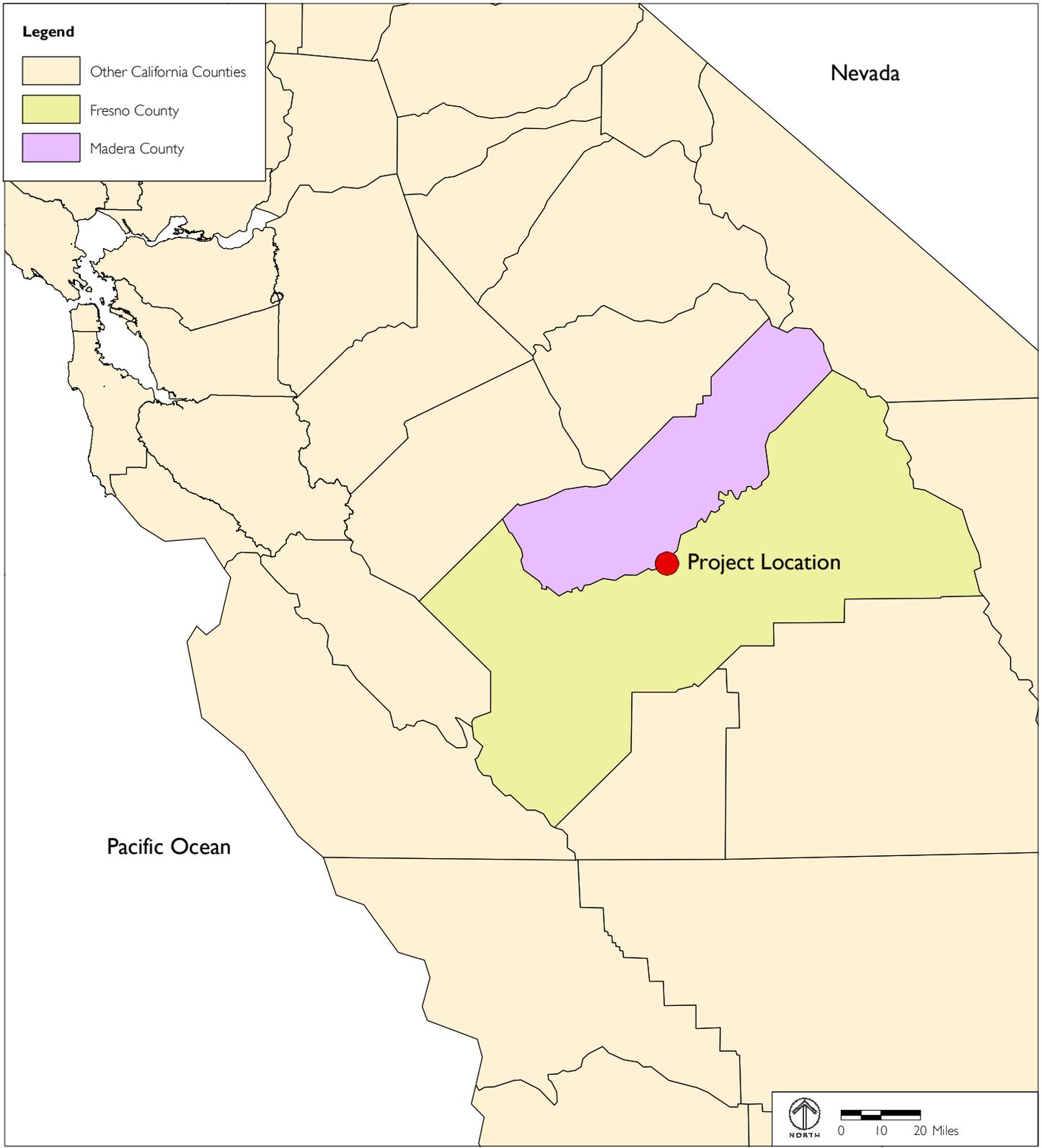


FIGURE I  
**REGIONAL VICINITY MAP**

**SAN JOAQUIN RIVER CONSERVANCY**  
SAN JOAQUIN RIVER PARKWAY MASTER PLAN UPDATE INITIAL STUDY

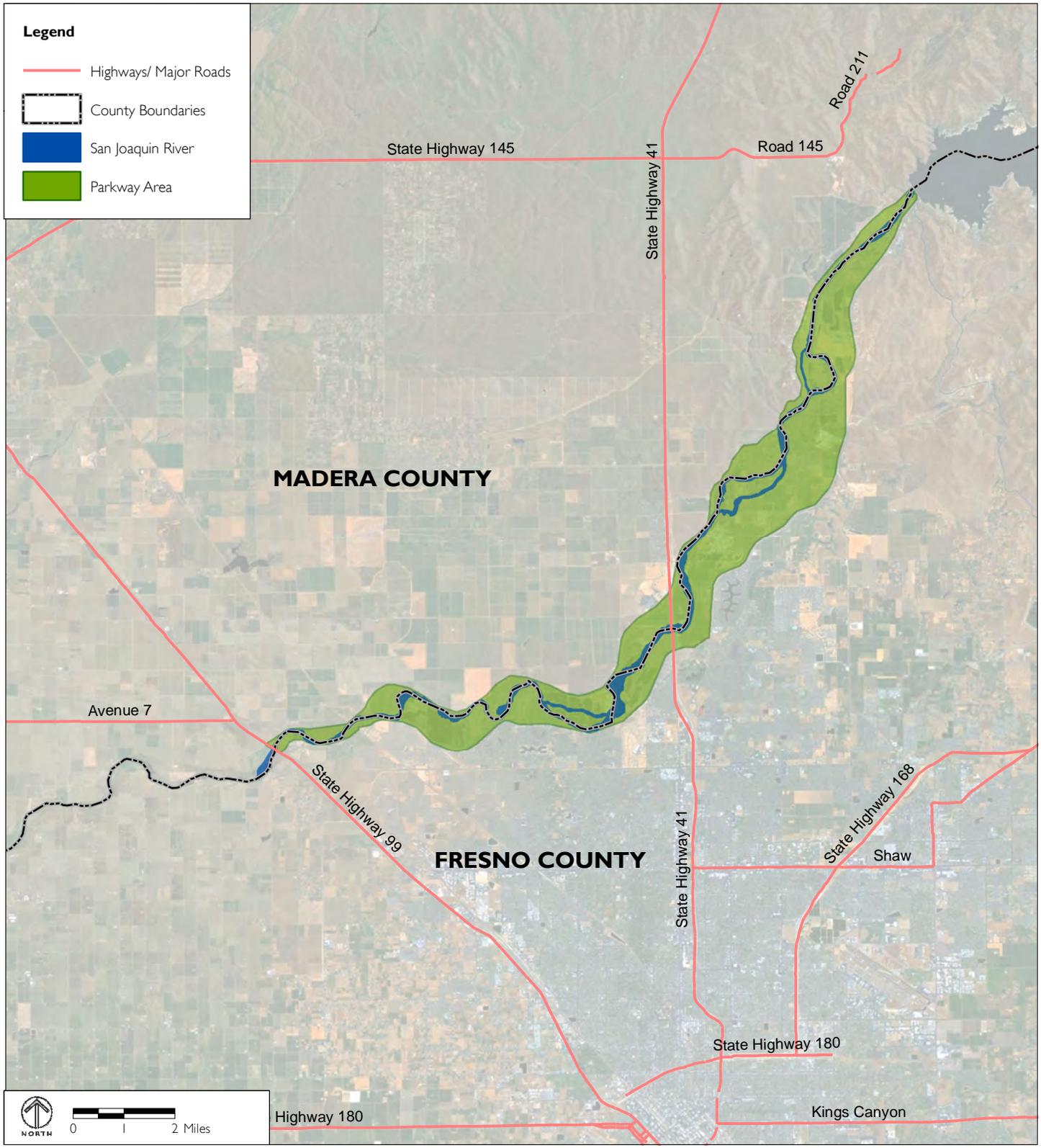


FIGURE 2  
**PARKWAY AREA**

SAN JOAQUIN RIVER PARKWAY MASTER PLAN UPDATE INITIAL STUDY

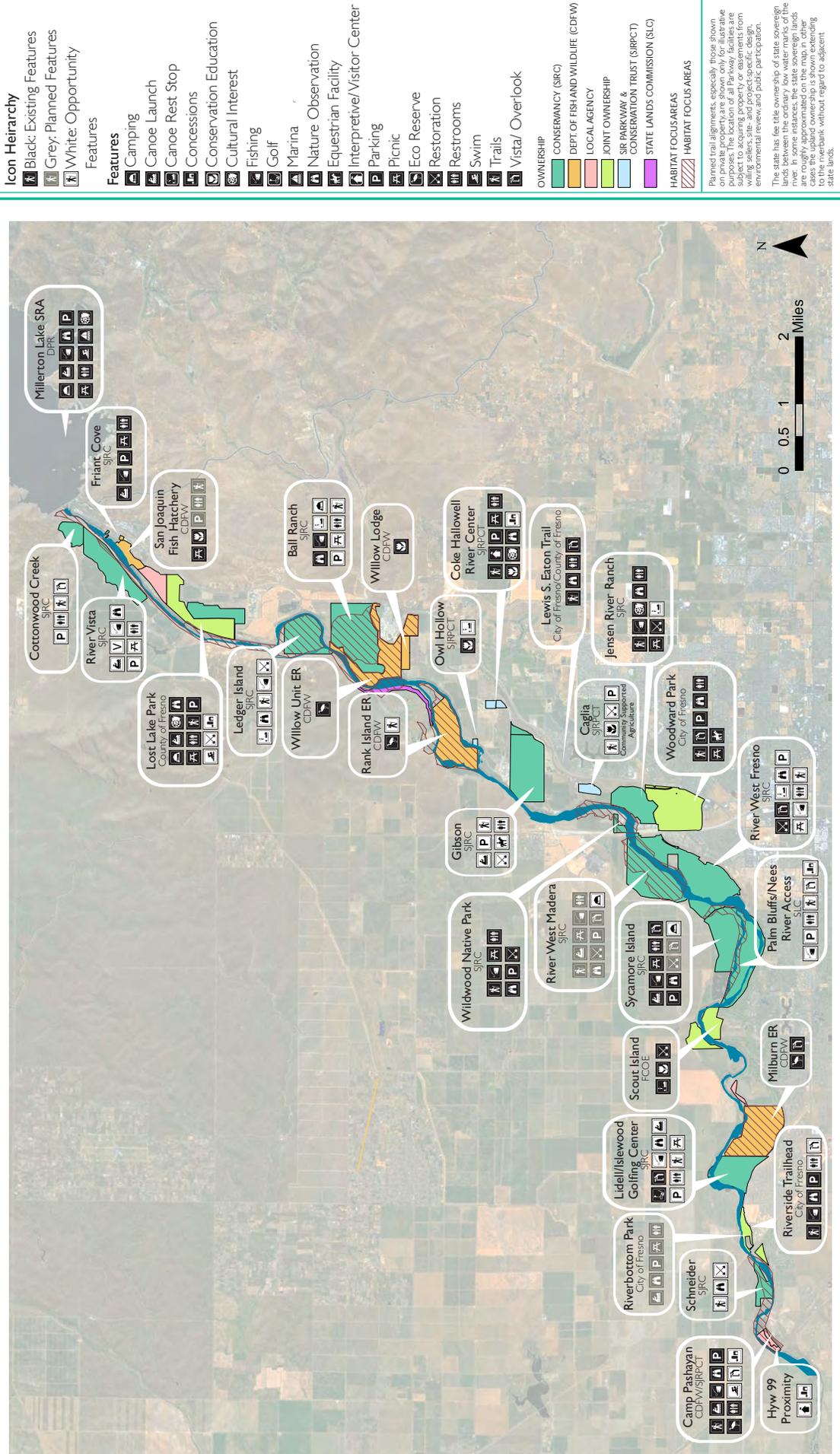


FIGURE 3

MASTER PLAN CONCEPTUAL DESIGN



## Attachment 4 Initial Study

### INITIAL STUDY CHECKLIST

1. **Title:** San Joaquin River Parkway  
Master Plan Update
2. **Lead Agency Name and Address:** San Joaquin River Conservancy  
5469 E. Olive Avenue  
Fresno, CA 93727
3. **Contact Person and Phone Number:** Melinda Marks  
Executive Officer  
(559) 253-7324
4. **Location:** City of Fresno  
Fresno and Madera Counties
5. **Sponsor's Name and Address:** San Joaquin River Conservancy  
5469 E. Olive Avenue  
Fresno, CA 93727
6. **General Plan Land Use Designations:** various designations
7. **Zoning:** various districts
8. **Description of Project:** See Notice of Preparation
9. **Surrounding Land Uses and Setting:** See Notice of Preparation
10. **Other Public Agency Approval Requirements:** The Master Plan Update will be adopted by the San Joaquin River Conservancy, without oversight or permitting by other agencies. As components of the Master Plan Update are implemented various outside agency approvals and permits will be required on a project-by-project basis.



## ENVIRONMENTAL CHECKLIST

### I. AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION:

a) The San Joaquin River and its associated riparian and floodplain corridor are a significant visual resource for the Parkway Area and the surrounding vicinity. Implementation of the Master Plan Update would conserve 5,900 acres in natural reserves, open space, and low-impact recreational areas, and allow for future development of habitat enhancements, public access and recreation improvements along the 23-mile stretch of the San Joaquin River. This scenic area varies in width from narrow riparian corridors where the river bluffs are steep and close to the river, to broader, less topographically constrained floodplains. Implementation of the Master Plan Update would include planting of native trees and vegetation, and the construction of limited structures, such as restrooms, visitor centers, and educational kiosks. The development of structures and facilities would be limited in number, height, and scale such that they would be a minor visual element in the overall Parkway Area setting. The multipurpose trail and vista points would likely result in scenic benefits. In addition, new native vegetation would replace non-native plants, enhancing the riparian vista. Nonetheless, the potential for an adverse effect to scenic vistas will be evaluated in detail in the EIR.

b) There are no scenic highways in proximity to the Parkway Area.<sup>1</sup> No impact would occur.

c), d) Future development under the Master Plan Update could introduce new structures that have the potential to introduce new sources of light and to affect the visual character of the Parkway Area and its surroundings. The potential for an increase in daytime glare seen by Parkway Area users or neighbors within the viewsheds on sunny days is limited because new reflective surfaces would be limited to cars parked at the staging areas. The Master Plan Update has a policy to reduce light pollution and be dark sky compliant. Day-use facilities proposed in the Master Plan Update would be closed at sundown, with minimal security lighting on structures. At campgrounds, campers may have portable lanterns and flashlights, but the campgrounds would not be lit after dark, with the exception of security lighting. The security lights would be focused on the ground and on and within structures, and of low wattage compared to typical light standards. The potential for degradation of visual character and substantial new sources of light and glare will be evaluated in detail in the EIR.

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<sup>1</sup> Caltrans, California Scenic Highway Mapping Program, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), accessed on May 16, 2013.

## II. AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

### DISCUSSION:

a) The Parkway Area contains Prime Farmland, Unique Farmland, and Farmland of Statewide Importance.<sup>2</sup> The proposed Project may convert agricultural land to habitat conservation, public access, recreation, and other Parkway uses. The Master Plan Update includes policies to potentially acquire agricultural lands and easements so that the land can remain in agricultural use to buffer Parkway uses from urban uses, and the Master Plan Update includes policies to protect agricultural land from Parkway uses. Impacts to agricultural resources will be discussed in detail in the EIR.

b) There are properties within the Parkway Area that are potentially affected by the Master Plan Update within Fresno and Madera Counties that are under Williamson Act contract.<sup>3</sup> As noted above, the proposed Project may convert agricultural land to habitat conservation, public access, recreation, and other Parkway uses; some of which may be under Williamson Act contract. This issue will be evaluated in the EIR.

c), d) According to 2003 mapping data from the California Department of Forestry and Fire Protection, the Parkway Area does not contain woodland or forest land cover;<sup>4</sup> thus Parkway Area contains no land zoned for Timberland Production and no impact would occur.

e) As previously discussed in a) through d), implementation of the Master Plan Update would potentially convert farmland to a non-agricultural use and would not convert any forest land to a non-forest use. Accordingly, the potential impacts from the loss of agricultural lands will be discussed in the EIR; however, there are no impacts resulting from the loss or conversion of forest lands no further discussion of this topic is warranted. See items a) b), c), and d) above.

<sup>2</sup> California Department of Conservation, 2010, Madera County and Fresno County East Important Farmland 2010 Maps, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/>, accessed on May 16, 2013.

<sup>3</sup> California Department of Conservation, 2010, Madera County and Fresno County East, California Land Conservation (Williamson) Act 2010 Maps, <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/> accessed on May 16, 2013.

<sup>4</sup> California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover map, [http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13\\_map.pdf](http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf), accessed on May 16, 2013.

### III. AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	□	□	□
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	□	□	□
d) Expose sensitive receptors to substantial pollutant concentrations?	■	□	□	□
e) Create objectionable odors affecting a substantial number of people?	□	□	□	■

#### DISCUSSION:

a), b), d) The San Joaquin Valley Air Pollution Control District (Air District) is the local agency that regulates stationary sources of air pollution. The air quality monitoring station closest to the project site is located in Clovis. The Air District's current air quality plans include the 2012 PM<sub>10</sub> Plan and 2008 PM<sub>2.5</sub>, 2008 PM<sub>2.5</sub> Plan, and 2007 PM<sub>10</sub> Maintenance Plan and,<sup>5</sup> and are supported by Air District regulations and rules. The Master Plan Update includes development of a primary multiple use Parkway trail extending 22 miles and creating multi-modal commuting opportunities. It also includes policies to facilitate and encourage alternative transportation access to the Parkway, including connections to regional trails and bikeways. Future development under the Master Plan Update could potentially have significant impacts on air quality through additional automobile trips for visitors to the Parkway Area and temporary construction impacts. Impacts could include a net increase in criteria pollutants or violating air quality standards. Further analysis is necessary and will be included in the EIR to better assess the extent of air quality impacts.

c) Implementation of the proposed Project would not result in emissions from industrial facilities or commercial processes. Traffic and automobile travel are the most significant sources of air emissions. The increase of criteria air pollutants and consistency with State and federal air quality standards will be evaluated in detail in the EIR.

e) Implementation of the Master Plan Update, which includes facilities for recreational activities, would not create objectionable odors with the exception of temporary odors from asphalt installation on the multi-use trail. Since asphalt use would be minimal and since asphalt odors are temporary, the project would result in a no impact related to the creation of objectionable odors.

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<sup>5</sup> San Joaquin Valley Air Pollution Control District, Particulate Matter Plans; [http://www.valleyair.org/Air\\_Quality\\_Plans/PM\\_Plans.htm#2.5-Adopted%20plans](http://www.valleyair.org/Air_Quality_Plans/PM_Plans.htm#2.5-Adopted%20plans), accessed May 16, 2013.

**IV. BIOLOGICAL RESOURCES**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

**DISCUSSION:**

a), c) The Master Plan Update includes policies to minimize impacts to special status species and to conserve and enhance habitat. However, development under the Master Plan Update would introduce new improvements and recreational uses throughout the Parkway Area that could result in impacts to sensitive and special status species. Potential impacts will be evaluated in detail in the EIR.

b), d) Implementation of the Master Plan Update will conserve riparian corridors and connect wildlife movement corridors; these are primary goals of the plan. Development under the Master Plan Update would occur in and near the waterway and the riparian corridor and could be expected to contribute to habitat fragmentation, which would interfere with wildlife movement. Potential impacts will be evaluated in detail in the EIR.

e) Development within the Parkway Area as a result of implementation of the Master Plan Update would occur in multi-jurisdictional areas and could potentially conflict with a local policy or ordinance designed to protect biological resources. Potential impacts will be evaluated in detail in the EIR.

f) There are no Habitat Conservation Plans or Natural Community Conservation Plans in the Parkway Area. The San Joaquin River Master Plan Update is considered a regional conservation plan as it establishes goals and policies to guide the development of the 23-mile regional green space/parkway and wildlife corridor with an interconnected trail system and recreational and educational features. No impact would occur.

## V. CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION:

a) There are multiple recorded cultural and historical resource sites within or immediately adjacent to the Parkway Area. Of the known cultural resources sites some include village locations containing hidden deposits, a possible village, mid-den deposits, bedrock milling stations, historic trash scatters, bedrock mortar stations, a historic rock dam and a barn.<sup>6</sup> The potential for impacts to historic resources will be evaluated in detail in the EIR.

b), c), d) Cultural resources are protected by federal and State regulations and standards, including, but not limited to the National Historic Preservation Act, the California Public Resources Code, and the California Environmental Quality Act (CEQA). Implementation of the Master Plan Update shall comply with these requirements. Given there are known recorded sites within or immediately adjacent to the Parkway Area, potential impacts to cultural resources could occur and will be evaluated in detail in the EIR.

## VI. GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?</li> <li>ii) Strong seismic ground shaking?</li> <li>iii) Seismic-related ground failure, including liquefaction?</li> <li>iv) Landslides, mudslides or other similar hazards?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

<sup>6</sup> Draft Environmental Impact Report for the San Joaquin River Parkway Interim Master Plan, Chapter 5.9, Cultural Resources, pages 5.9-4 and -5, May 1997.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	■	□	□	□
d) Be located on expansive soil, as defined in as noted in the 2010 California Building Code creating substantial risks to life or property?	■	□	□	□
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	■	□	□	□

**DISCUSSION:**

a.i) Neither Fresno or Madera counties contain any Alquist-Priolo “special studies” earthquake fault zones.<sup>7</sup> No impact would occur.

a.ii), iii), iv), c) There are no known faults in the Parkway Area, therefore the likelihood of hazards associated with ground shaking, seismic-related ground failure, landslides and similar seismic hazards is unlikely. However, there are steep natural bluffs along the river, steep riverbanks, and manmade slopes at the former mining/aggregate extraction sites that could create hazardous conditions if a seismic event were to occur in the Parkway Area or adjacent vicinity. Structures associated with Master Plan Update implementation generally would consist single residences for stewardship hosts and tenants, visitor service buildings for campgrounds and parks, an office, and bridges. Future development under the Master Plan Update would be required to comply with seismic standards set forth by the California Building Code, which would reduce the potential for risks associated with ground shaking. Impacts will be evaluated in the EIR.

b) Due to the naturally flat topography of the Parkway Area and the nature of the low-impact recreational amenities (e.g. hiking, cycling, and canoeing) that could be developed under the Master Plan Update, the proposed project is not anticipated to result in substantial erosion. However, due to the proximity of areas sensitive to erosion, impacts will be evaluated in the EIR.

d) The presence of expansive soils could cause damage to building foundations or floor slabs if volume changes due to moisture variations occur in the subgrade materials. Utility lines, roadways, or other project features that cross adjacent soil unit boundaries where expansive properties differ could be even more susceptible to damage. As discussed above, future development under the Master Plan Update would not include any structures with significant building foundations or floor slabs with the exception of recreational facilities such as a visitor center or bridges; thus the likelihood of structural or property damage that would result in personal safety risks and risk of property damage could occur and impacts will be evaluated in the EIR.

e) Future development under the Master Plan Update may be served by septic systems, self-contained vault toilet restrooms, or connect to existing sewer systems. Potential impacts will be evaluated in the EIR.

**VII. GREENHOUSE GAS EMISSIONS**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	■	□	□	□

<sup>7</sup> California Geological Survey, Alquist-Priolo Earthquake Fault Zones, Table 4: Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010, <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>, accessed May 16, 2013.

b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	■	☐	☐	☐
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**DISCUSSION:**

a) Implementation of the Master Plan Update would facilitate and encourage alternative transportation access via trails within the Parkway and interconnecting with regional trails and bikeways. However, it is anticipated that temporary construction activities and visitors would create new vehicle trips, which would generate GHG emissions. Potential impacts will be evaluated in detail in the EIR.

b) Implementation of the Master Plan Update would help implement state and local GHG reduction policies supporting non-motorized transportation via pedestrian and bicycle trails, urban greening that reduces heat island effects and energy consumption, and restoration and conservation of woodlands to sequester carbon and avoid land conversion. Master plan Update implementation would create protected habitat corridors allowing wildlife movement as they adapt to climate change. Potential impacts will be evaluated in detail in the EIR.

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	■	☐		☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	■	☐	☐	☐

## DISCUSSION:

a), b) The development and uses proposed for the Master Plan Update would not involve routine transport of hazardous waste, thus no impacts from the operation of recreation and conservation uses would occur. Potential impacts during construction, including potential accidents, from the use of hazardous materials on-site such as gasoline, diesel fuel, lubricating oil, grease, hydraulic fluid, solvents, caulking and paint would be reduced to less-than-significant levels through compliance with applicable local, state and federal regulations, as well as the use of standard handling practices followed by trained personnel. Impacts associated with construction will be discussed in the EIR.

c) Implementation of the Master Plan Update would provide for habitat restoration and low-impact public recreation (e.g. hiking, cycling, and canoeing) and associated construction. As discussed in Sections a) and b) above, construction activities would be subjected to applicable existing regulations pertinent to hazardous materials use and transport. Valley Oak Elementary School in the Clovis Unified School District is within ¼ mile of the Parkway Area and other schools within ½ to ¾ mile of the Parkway Area include the Rio Vista, Norman Liddell, Forkner and Nelson Elementary Schools within the Fresno Unified School District and Pinedale Elementary School in the Clovis Unified School District. While implementation of the Master Plan Update would not result in substantial hazardous emissions (as described under Sections a) and b) above), impacts are anticipated to be less than significant. However, due to the proximity of the Parkway Area to Valley Oak Elementary School, hazardous materials impacts will be addressed in the EIR.

d) The Parkway Area is not listed on the Department of Toxic Substances Control (DTSC) EnviroStor database.<sup>8</sup> No impact would occur.

e), f) Portions of the Parkway Area are located within two miles of the privately owned public-use Sierra Sky Park Airport in the City of Fresno and the privately owned private-use Arnold Ranch Airport in Madera County. The Fresno Yosemite International Airport is approximately 8 or more miles from the Parkway Area. While the Sierra Sky Park runway is adjacent to the Milburn and Islewood units of the Parkway, no residences and few daily employment opportunities would be introduced at these locations through the implementation of the Master Plan Update. While impacts would likely be less than significant, impacts associated with airport hazards will be discussed further in the EIR.

g) Implementation of the Master Plan Update would not involve any changes to public streets, roads, or evacuation infrastructure and does not include the development of any features that would impair the implementation of the emergency operation plans of the City of Fresno and Counties of Madera and Fresno.<sup>9, 10, 11</sup> Implementation of the Master Plan Update will result in new emergency response and rescue access routes within the Parkway Area. Currently, County of Fresno Parks and the Sheriff's Offices of Madera and Fresno counties work together to evacuate and close lands along the river during emergencies, such as during flood conditions. This system will continue under the proposed Project. Furthermore, the Master Plan Update includes policies to coordinate with enforcement and response agencies to identify and designate emergency access points throughout the Parkway Area. Therefore, while impacts would be less-than-significant impacts will be discussed further in the EIR.

h) The Parkway Area is designated as having moderate to high fire threat by the California Department of Forestry and Fire Protection (CAL FIRE).<sup>12</sup> Implementation of the Master Plan Update will result in stewardship residences, campgrounds, and visitor centers and service structures. Impacts will be discussed in the EIR.

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<sup>8</sup> California Department of Toxic Substance Control, <http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global>, accessed May 16, 2013.

<sup>9</sup> City of Fresno, Emergency Operations Plan, 2008.

<sup>10</sup> County of Fresno, Standardized Emergency Management System, 1995, <http://www.co.fresno.ca.us/DivisionPage.aspx?id=1568>, accessed May 16, 2013.

<sup>11</sup> County of Madera, Emergency Operations Plan, 2010.

<sup>12</sup> California Department of Forestry and Fire Protection Fire Hazard Severity Zones in State Responsibility Area (SRA), [http://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_statewide.php](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_statewide.php), accessed May 16, 2013.

**IX. HYDROLOGY AND WATER QUALITY**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

a), f) The proposed Project would have a significant impact if it violated water quality standards or waste discharge requirements, or otherwise degraded water quality. New restroom facilities would be constructed under the Master Plan Update that would produce waste that could potentially violate discharge policies if not properly constructed and managed. Additionally, storm water runoff from the recreational improvements, especially during construction, could result in a potentially significant impact to water quality. Accordingly, impacts will be discussed in the EIR.

b) Future development under the Master Plan Update would not involve significant domestic water use facilities. Water use facilities associated with the proposed recreational amenities could include drinking fountains, toilets and sinks. The facilities would be served wells that meet State of California water quality standards. Implementation of the Master Plan Update would include irrigation (temporary and ongoing). The impacts to groundwater would be discussed in the EIR.

c), d.) Development that could occur through implementation of the Master Plan Update would not alter the course of the San Joaquin River or associated tributaries. However, some amenities may impact the floodway and the 100-year floodplain of the San Joaquin River; thus impacts will be discussed in the EIR.

e) Implementation of the Master Plan Update would not result in the use of any existing or planned community stormwater drainage system in Madera or Fresno counties and no capacity thresholds would be exceeded. Stormwater in the Parkway Area will be managed on-site, with properly designed stormwater quality management facilities. Due to the proximity of the proposed Project to the river, potential impacts on water quality due to stormwater runoff will be evaluated in the EIR.

g) No housing will be maintained or created in the 100-year floodplain through implementation of the Master Plan Update. No impacts will occur.

h) Portions of the Parkway Area are located within the 100-year floodplain. Structures to be constructed to implement the Parkway Master Plan Update will be located outside the 100-year floodplain, or built at elevations above the 100-year floodplain, or designed to pass and convey flows. Potential impacts will be discussed in the EIR.

i) Should Friant Dam fail, portions of the Parkway Area would be subject to inundation. The Master Plan Update includes policies regarding public advisories and evacuation. Potential impacts will be evaluated in detail in the EIR.

j) A seiche is a wave that oscillates in lakes, bays, or gulfs from a few minutes to a few hours as a result of seismic or atmospheric disturbances. A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. Hazards associated with mudflow typically affect structures that are located at the base of slopes or within close proximity to the area of flow. The potential for mudflows to impact the Parkway Area may be high because the Parkway Area is located along the river channel below the Friant Dam. However, development under the Master would not be subject to tsunami inundation<sup>13</sup> and the likelihood of a seiche is also low due to the low seismic activity in the vicinity of the Parkway Area (see Section VI above). Accordingly, potential impacts due to mud flow hazards will be evaluated in detail in the EIR.

## X. LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### DISCUSSION:

a) The Master Plan Update would result in a significant impact if it would lead to new development or physical features that would divide existing communities. An example of a physical feature that would divide an existing community is an airport, roadway, or railroad track. The San Joaquin River divides the communities on the north and south, with only three transportation corridors crossing it in the Parkway Area. The Master Plan Update would retain the existing development patterns and does not propose any new roadways or other physical features through existing communities that would create new barriers. Implementation of the Master Plan Update would not interfere with future crossing to connect the communities. The Master Plan Update implements a multi-use regional trail that would better connect the communities adjacent to the Parkway Area. Additionally, the Master Plan Update would not have the potential to divide existing communities by introducing incompatible land uses into existing communities. As a result, the project would have no impact in terms of physically dividing a community.

<sup>13</sup> California Emergency Management Agency, Tsunami Inundation Maps, accessed May 16, 2013.

b) The Master Plan Update has been prepared in consideration of the General Plans and other relevant plans and policies of the City of Fresno, County of Fresno, and County of Madera. As there are various other park and recreation plans and federal, state, and local agencies with programs, permitting authority, policies, and responsibilities that affect the Parkway Area, this topic will be evaluated in the EIR.

c) There is currently not a Habitat Conservation Plan or Natural Community Conservation Plan that is applicable to the Parkway Area. Rather, the Master Plan Update is a regional habitat conservation plan applicable the Parkway Area. The Master Plan Update guides the development of the regional green space/parkway and wildlife corridor. Therefore, there would be no impact to habitat conservation or natural community conservation plans.

**XI. MINERAL RESOURCES**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	■	□	□	□
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	■	□	□	□

**DISCUSSION:**

a), b) There are active sand and gravel mines and mineral producers in the Parkway Area with permits that expire in the next few years—the economically viable mineral resources of the area may be largely exhausted within that time. The San Joaquin River Restoration Program may require local gravel sources to restore spawning beds. Implementation of the Master Plan Update would not interfere with the existing sand and gravel mining operations, and would not preclude the excavation of mineral resources. Goals and policies of the proposed plan specifically address mineral resources within the Parkway Area. Impacts to mineral resources will be evaluated in the EIR.

**XII. NOISE**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	□	□	□
b) Exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels?	□	□	□	■
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

a), c), d) The recreational uses that will be accommodated within the Parkway Area include low-intensity recreational activities, such as hiking, canoeing, and camping. Noise generated by these types of uses is not excessive, and is consistent with the open space, agricultural, and residential nature of the Parkway Area. Under the Master Plan Update, buffers among recreational uses and between recreational uses and habitat and residences are required which will minimize noise conflicts. Parkway Area users would not be exposed to noise levels in excess of any local standards. Furthermore, noise generated during construction would be short-term and temporary. Therefore, implementation of the Master Plan Update would not create significant noise. Nonetheless, the potential for noise related impacts will be discussed in detail in the EIR.

b) The recreational uses that will be accommodated within the Parkway Area through implementation of the Master Plan Update would include low-intensity recreational activities, such as hiking, canoeing, and camping. The construction and operation of these types of facilities would not exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels. Accordingly, no impact from the generation of excessive groundborne vibration or ground borne noise levels would occur and no further discussion is warranted.

e), f) Portions of the Parkway Area are located within two miles of the privately owned public-use Sierra Sky Airport in the City of Fresno and the privately owned private-use Arnold Ranch Airport in Madera County. The Fresno Yosemite International Airport is approximately 8 or more miles from the Parkway Area, therefore airport noise for visitors and employees will be no greater than for other areas in the community. Light aircraft from the Sierra Sky Park will fly directly over the Milburn and Islewood units of the Parkway; however, given the light traffic, types of planes, and vertical distance to the floodplain (well below the airport elevation), there would be no noise impacts related to airports.

**XIII. POPULATION AND HOUSING**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

a) The Master Plan Update, a policy document to preserve, protect, and restore the natural and cultural resources of the San Joaquin River and floodplain in the Parkway Area reach would allow for public recreation (e.g. hiking, cycling, and canoeing) consistent with the conservation of these resources. These types of recreational amenities are anticipated to result in a temporary population. This population will not constitute a substantial increase from existing conditions and, furthermore, will be temporary with most campers, trail users, and recreational river users present during weekends and

holidays. While implementation of the Master Plan Update would provide incentive for an increased in temporary population as described, it would not provide substantial job opportunities that could result in additional permanent population growth requiring new housing. Furthermore, implementation of the Master Plan Update would not create new connecting roadways and other utilities infrastructure that would pave the way for additional permanent housing in the Parkway Area vicinity. The San Joaquin Master Plan has been envisioned since 1997 and the improvements proposed under the Master Plan Update are not of such a grand scale that would induce growth beyond what has been planned for in the Madera County General Plan (2010), Fresno County General Plan (2003) and the City of Fresno General Plan (2002). While impacts to population growth would be less-than-significant, impacts will be discussed further in the EIR.

b), c) There are no urban density housing developments in the Parkway Area. The few rural residential developments are not expected to become part of Parkway development. A small number of individual rural residences may be acquired from willing sellers to implement the Master Plan Update. As a result, the proposed Project would not displace people or necessitate the construction of replacement housing elsewhere. No impact would occur.

**XIV. PUBLIC SERVICES**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

a) Fire Protection: The proposed Project would create permanent open space wildlands and manage them for habitat purposes, and increase public use of these lands. The acreage of public open space and recreational lands that require fire protection services would increase, while the acreage of private land requiring services would decrease. All structures constructed as part of the Master Plan Update would comply with regulations and be subject to governing agency approval. All new facilities will meet applicable fire prevention and protection regulations. The provision of fire service will continue under the same system as in current conditions. Impacts to fire protection services will be discussed in the EIR.

Police: Police protection services are currently provided to the Parkway in the normal course of duties by the Fresno and Madera County Sheriff's Offices, City of Fresno Police Department, and Fish and Wildlife Wardens at various locations. State Parks rangers may provide services in the immediate vicinity of Millerton Lake State Recreation Area. Implementation of the Master Plan Update would result in increased visitation of the Parkway Area, and increase the need for police services, especially during peak use and/or special events. Impacts to police protection services will be discussed in the EIR.

Schools: The project would not include the development of new schools nor would it increase the residential population. Therefore, there would be no impact to the provision of schools.

Parks: The proposed project will not generate additional residential population that could result in increased demand for parks. Implementation of the Master Plan Update would create new and enhance existing recreational areas, facilities and opportunities in the Parkway Area. No Master Plan Update project will be developed unless the service demand generated by the project can be met by the project sponsor. However, since the proposed Project will increase the demand for park services, this potential impact will be discussed in the EIR.

Other Facilities:

Implementation of the Master Plan Update would not impact any other public facilities.

## XV. RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION:

a) The proposed Project will consist of developing new and enhancing existing parks and is expected to result in increased use of the Parkway Area. Currently, the Parkway Area is underused in relation to its full potential. Improvements implemented under the Master Plan Update will create additional opportunities for the public to recreate, and would help to satisfy an existing need for parkland and recreational facilities in the region. The Master Plan Update will be designed to accommodate this increased use, with a range of facilities provided. The Master Plan Update would not result in additional need for other neighborhood or regional parks. As a result, a no impact would occur.

b) As discussed throughout this Initial Study, the implementation of the Master Plan Update in and of itself will result in both the construction of new and expansion of existing recreational facilities that could have potential adverse effects on the environment. However, as discussed in Section XIII above, implementation of the Master Plan Update would not induce substantial permanent population growth that would require the construction of new or expanded facilities beyond those contemplated under the proposed Project that could result in adverse physical effect on the environment. Potential adverse impacts of the proposed Project as a result of expanded and new recreational facilities will be evaluated in the EIR.

**XVI. TRANSPORTATION/TRAFFIC**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

a), b) Implementation of the Master Plan Update’s would increase vehicle trips to the Parkway Area. Potential impacts associated with increased traffic levels will be evaluated in detail in the EIR.

c) The Parkway Area is located within two miles of the privately owned public-use Sierra Sky Airport in the City of Fresno and the privately owned private-use Arnold Ranch Airport in Madera County. The Fresno Yosemite International Airport is approximately 8 miles from the Parkway Area. The Master Plan Update does not propose any land uses which could disrupt air traffic patterns. No impact would occur.

d) Implementation of the Master Plan Update would create new roadways and new uses within the Parkway Area. The potential for traffic hazards impacts will be discussed in the EIR.

e) Future habitat conservation and recreational land uses dispersed throughout the Parkway Area would not obstruct emergency access or evacuation routes. In addition, site design for individual projects would be designed and built according to applicable standards, further ensuring that emergency access by fire or emergency services personnel would not be impaired. Emergency access impacts will be discussed in the EIR.

f) The Master Plan Update includes policies to facilitate and encourage alternative transportation access to the Parkway, including connections to regional trails, bikeways, and transit systems. An evaluation of the Master Plan Update’s consistency with relevant transportation plans such as the Fresno County Regional Bikeways Plan would be included in the EIR.

**XVII. UTILITIES AND SERVICE SYSTEMS**

<b>Would the Plan Components:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

a), b), c), e), f), Improvements and services proposed under the Master Plan Update would not require substantial utilities and service systems; however, implementation of the Master Plan Update could potentially impact water supply systems, wastewater treatment systems, stormwater drainage, and solid waste disposal. Construction of new or expansion of existing facilities may be required including but not limited to wells for irrigation and drinking water; plumbed, waterless, temporary, or seasonal restrooms; and stormwater runoff swales and drainage. The potential impacts to utilities and service systems from development under the proposed Master Plan Update will be evaluated in detail in the EIR.

d) No new or expanded entitlements to water supplies are required to implement the Master Plan Update EIR. No impact would occur.

g) Wastes generated through implementation of the project are limited to typical municipal solid wastes, recyclables, and green wastes generated by visitors and employees. These wastes will be managed in full compliance with federal, state, and local statutes and regulations related to solid waste. No impacts would occur.

**MANDATORY FINDINGS OF SIGNIFICANCE**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less-Than-Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

a), c) Potential impacts to the environment will be evaluated in detail in the EIR

b) Potential cumulative impacts will be evaluated in detail in the EIR.