Recompiled
SAN JOAQUIN RIVER PARKWAY MASTER PLAN

FOR THE

SAN JOAQUIN RIVERCONSERVANCY

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.

TABLE OF CONTENTS

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 blufftops; 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 asses 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 exists 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 exited, 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 PM_{10} 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 W Kelley

Dr. Robert Kelley, Executive Officer

ATTEST: Christine Sproul
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 H Kelley

Dr. Robert Kelley, Executive Officer
San Joaquin River Conservancy

ATTEST: Christine Sproul

Christine Sproul
Deputy Attorney General

Existing **Policy Review Matrix – Draft 09-18-12**

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
	VISION AND GOALS			
New #s	*Fundamental Goals*			
	FG1	Preserve and restore a riparian and floodplain corridor of statewide and regional significance along the San Joaquin River from Friant Dam to the Highway 99.	✓	Reconsider order of fundamental goals
	FG2	Protect wildlife species that depend on the river environment for at least part of their existence.	?	Revised – deleted "or prefer"
	FG3	Provide education and recreation facilities and programs, including a continuous multi-use trail the length of the Parkway.	**?**	Revised —landowners and other stakeholders addressed in FG6
	FG4	Conserve, restore and enhance natural resources and protect cultural resources while also meeting recreational and educational needs.	**?**	Edited
	FG5	Conserve undeveloped areas of the floodplain, to provide that they remain non-urbanized and be retained in resource management, open space, or agriculture.	**?**	Revised – replaced riverbottom with floodplain throughout, edited
	FG6	Develop the Parkway in a transparent and cooperative manner among local and state agencies; nonprofit land trusts, conservation, and stewardship organizations; neighboring landowners, and other stakeholders.	**?/N**	Revised/N – address working with all stakeholders including landowners
	FG7	Create a Parkway and encourage land use and management policies for the San Joaquin River, its broad corridors, and its prominent bluffs that will enhance the attractiveness of the Fresno-Madera metropolitan area and enhance the quality of life of its residents.	**?**	Revised – deleted riverbottom and defined Parkway per SJRC Enabling Act
	SAN JOAQUIN RIVER RESTORATION PROGRAM (TO BE SEPARATED AND/OR INCORPORATED AS APPROPRIATE INTO DOCUMENT)			
	Goals			
G1		Coordinate and cooperate with the San Joaquin River Restoration Program to ensure efficiency and develop projects that meet mutual objectives.	**N**	
G2		Support, promote, and educate Parkway visitors about river history, restoration ecology, water supply, and the San Joaquin River Restoration Program.	**N**	
	Policies			
P1		Cooperate and collaborate in the isolation of gravel pits on public Parkway lands from the San Joaquin River. Explore and collaborate with the Program on other restoration measures, such as floodplain habitat improvement and spawning bed enhancement, to generate multiple-use benefits from public Parkway lands.	N	
P2		Cooperate and collaborate in providing off stream recreational fishing.	N	

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P3		Provide public information to enhance Parkway visitors' knowledge of river water resources and the San Joaquin River Restoration Program and to protect the fisheries and natural resources enhanced by the program.	N	
P4		Develop safe harbor agreements with regulatory agencies to ensure that lawful public uses and management activities do not result in incidental violations of the Endangered Species Act.	N	
	NATURAL RESOURCE CONSERVATION AND MANAGEMENT			
	Goals			
G1	NRG1	Preserve, enhance, restore, and provide for public enjoyment of the aquatic, plant, and wildlife resources of the San Joaquin River Parkway.	**?**	Revised—Active language and consistent verb tense to be developed throughout the plan
G2	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~~. Preserve, enhance, restore and maintain contiguous and continuous riparian and upland habitat on public lands and conservation easements for wildlife movement and refuge.	**X**	Deleted portion – redundant with NRG1
	Policies			
	~~RP2~~	~~Acquire, through purchase, easements, or other mutually satisfactory transactions, land for natural resource conservation areas and the expansion of existing conservation areas.~~	**X**	Deleted – see NRO3
P1	NRO6	Recommend to local land use agencies requirements, conditions, and mitigation measures consistent with the Parkway Master Plan for proposed projects that are in or adjacent to the Parkway plan area, or may affect or be affected by the Parkway.	?	Revised to clarify intent and practice
P2	NRO1	Protect the San Joaquin River as aquatic habitat. Enhance and protect fisheries in the river and in ponds in the Parkway.	✓	Water source, water quality addressed separately
P3	NRO2	Protect and manage publicly owned lands with suitable habitat as natural reserves and segments of the wildlife corridor.	✓	
P4	NRO3	Establish, through purchase, easements, or other mutually satisfactory arrangements, natural resource conservation areas, open space, and 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 associated wetlands.	✓	
P5	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.	✓	
P6	NRO5	Enhance, restore, and maintain native vegetation, riparian, wetland, woodland, and grassland habitats within natural reserves, open spaces, and wildlife corridors.	**?**	Revised – removed buffer reference as addressed elsewhere

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P7	NP4	Coordinate Parkway habitat restoration programs with agencies responsible for flood protection to ensure revegetation does not displace or obstruct floodwaters.	**?**	
P8	NP8	~~Advise local agencies about Parkway policies to aid in their implementation, as applicable, on development projects within the Parkway.~~	**X**	Delete – same as NRO6
P9	NP8.2	Preserve natural features (e.g., wetlands, grasslands, woodlands, and other native vegetation) and incorporate artificial features (e.g., lakes on reclaimed mined lands) into Parkway development.	**?**	Revised for clarity
P10	NP8.3	~~Incorporate the site's natural topography with respect to the design and siting of all physical improvements in order to minimize grading.~~ Minimize grading except as necessary to improve hydrology, enhance and restore habitat, or protect public safety.	**?/X**	Revised
P11	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 on water.~~ Implement construction and post-construction best management practices to reduce and avoid adverse impacts of Parkway development on water quality.	**?/X**	Revised
P12	NP8.5	Exclude dogs, or require them to be leashed, in areas designated as natural reserves.	**?/X**	Revised – replaced policy that implied off-site restrictions on unleashed dogs
P13	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 .~~	**?/X**	Delete – Parkway is subject to federal, State and local laws; these requirements will be addressed and incorporated in the EIR
P14	NP9	Coordinate with game wardens and enforcement authorities to prevent and control undesirable activities and unlawful conduct in natural reserves and along the wildlife corridor. Develop appropriate authorities, rules, regulations and resources to supplement enforcement capacity.	**?**	
P15	NP10	Facilitate preparation of a habitat preservation and restoration strategy (HPS) among wildlife agencies and resource managers for public Parkway lands. The plan should include the following elements:	**?**	Revise policies after completion of biological permitting white paper
P16	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.~~	**X**	
P17	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~~ Within public Parkway lands, designate natural reserves of contiguous significant or high quality habitat (or future enhanced/restored habitat) that should receive higher levels of protection from public disturbance and use.	**X**	Where should natural reserve areas be? Can we identify any on existing public parkway lands in this plan?

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
		Designate no less than three areas of 100 acres each as natural reserves for the purposes of conserving and supporting those species that require refuge in relatively large blocks of habitat.		
P18	NP10.3	~~Incorporate all relevant policies, mitigation measures, and design policies into the HPS.~~	**X**	
P19	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 exists. Place a priority on securing public land within the Parkway that would connect to a wildlife movement corridor from Little Table Mountain.	**?**	[already have land connecting to Little Dry Creek and Cottonwood creek as wildlife corridors]; check with DFG re: conceptual linkage planning @ watershed level—need to combine with NRO3
P20	NP3	~~Offset any unavoidable removal of native vegetation through the restoration of additional habitat areas in the Parkway, habitat enhancement in degraded areas in the Parkway, or a combination of both~~.	**X**	Delete - Addressed in CEQA/NEPA process as mitigations for impacts
P21	NP13	Perform site-specific studies of potential restoration project sites to determine if soils, water availability, slopes, hydrology, and other conditions are suitable and the feasibility of modifications..	**?**	Revised to address general needs for feasibility and site specific studies to address suitability
P22	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.~~	**X**	Delete – river moves historically, addressed in P24
P23	NP13.2	~~Soils determined to be suitable for the long-term support of a riparian community as determined by a qualified restoration biologist.~~	**X**	Delete – addressed in P2.5
P24	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~~.	**?**	Delete – addressed in P2.5
P25	RP5/NRD 1.3	Use native plant species for landscaping and vegetation restoration to the greatest extent possible.	*?*	Revised, removed turf as exception, combined with NRD1.3
P26	NP5	~~Compile baseline data on, and monitor the health of natural resources, including water quality~~.	***X***	Delete – other agencies already responsible for this
P27	NRD1.1	Site new facilities in disturbed, reclaimed, or previously developed areas avoiding intrusion into sensitive habitat areas and to avoid habitat fragmentation, to the extent feasible.	**?**	Revised
P28	NRD1.2	Whenever feasible, route trails on the outside edges of habitat areas, rather than through the center of mature riparian stands or other high-value habitat.	**?**	Need to rewrite to discriminate between multi-use trial, hiking, river access, etc. and need to be clear about the buffers—with appropriate buffer, the multi-use trail would not go through the riparian corridor, unless no other location was feasible
P29	NRD1.3	~~Native indigenous riparian, grassland, woodland and wetland species shall be used to the greatest extent possible.~~	**?**	Deleted – duplicates RP5

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P30	NRD1.3	Achieve a net benefit/no net loss of habitat collectively for conservation and restoration improvements in the Parkway.	**?**	Revised for clarity and split into two separate policies.
P31	NRD1.4	To the extent feasible, and to the extent past areas remain suitable, reestablish cottonwoods, sycamore and valley oaks in areas where there is evidence that they previously were present.	**?**	Does this make sense? Maybe the woodland area is now an excavated gravel pond—it will never be woodland again. It makes more sense to attempt to recreate habitat diversity over the broad area of the Parkway, rather than to worry about recreating it in the same places. (Split into three policies)
P32	NRD1.4	Enlist the services of volunteer stewardship groups to protect selected cottonwoods and sycamores from destruction by beaver by the placement of wire mesh or similar around the base of trunks.	**N**	(Split into three policies)
P33	NRD1.4	Provide for managed grazing for fuel load reduction, and invasive weed management on public Parkway lands, while protecting seedlings, saplings, and riparian corridors.	**N**	(Split into three policies)
P34	NRD1.5	Reestablish to the extent possible 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 in-stream shaded habitat.	**?**	Incorporate into very similar policy; (also, see buffers: where the existing riparian corridor is wider than the minimum, the entire width should be protected and the buffer between it and improvements should begin at the edge)
P35		Use design features and signage to protect egret and heron rookeries from public Parkway uses. (See also [cross reference to Buffer policy].)	?	Revised to apply to all rookeries, not just those existing at this time
P36	NRD2	~~Signage, trails and barriers shall be used to channel public access through an area at a distance of at least 250 yards from a rookery.~~ ~~Separate Policy?: Trails and barriers should visually shield to greater than 80%, the trail from the rookery during the active nesting season.~~	**X**	Delete – rookery buffers addressed in buffers
P37	NRD3	~~Regular maintenance and monitoring of observation points and trails shall be implemented to ensure that barriers and signage are performing the desired function and that the birds are not being disturbed.~~	**X**	Delete – addressed in other polices
P38	NRD4	~~Additional visual screening shall be developed between the river's edge and any rookery on Parkway lands, to minimize potential disturbance from canoe and kayak recreationists within 250 yards. Such visual screening shall consist of sandbar willow or similar vegetation planted adjacent to the water course.~~	**?**	Deleted – buffers addressed elsewhere
P39	NRD5	Informative signage shall be placed at a distance of 250 yards upstream from a rookery discouraging landing for at least the following 500 yards and signage to indicate a "quiet zone" for river users to observe.	**?**	Revised – Conservancy doesn't have authority to enforce prohibition on landing; addressed in buffers
P40	NRD6	To minimize disturbance of breeding birds, particularly those in heron and egret rookeries, and to minimize disturbance on foraging of wintering bald eagles, work with appropriate authorities to develop boating regulations limiting motorized vessels between Friant Dam and the Highway 99 during the months of November through July.	**?**	Revised to address SJRC advisory role in developing boating regs and to combine two similar policies

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P41	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.~~ Consider potential benefits to bald eagles in determining appropriate areas to designate as natural reserves.	**?**	Revise – work with biologists to determine appropriate areas for bald eagle and their requirements
P42	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~~.	**?**	Delete – duplicates DP2.2-5
P43	NRD9	Avoid removal of snags, except in public use areas and near infrastructure where they may be hazards.	**?**	Revised to clarify and encourage the preservation of snags (not just for the benefit of bald eagles)
P44	NRD10	Secure, enhance, restore and maintain a continuous riparian corridor with a minimum width of 200 feet throughout public parkway lands. "Continuous" shall include for these purposes, gaps of no greater than 200 feet or the minimum necessary to allow for infrastructure (such as roads or bridges).		Need to move to Group continuous corridor statements together
P45	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.~~	**X**	Incorporated into P 19
P46	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~~.	**X**	Delete – addressed in CEQA/mitigation measures, same as RDP18
P47	NRD13	To the extent possible, restore a continuous distribution of elderberry shrubs throughout public Parkway lands. Continuous for these purposes shall mean a distance of not greater than 0.25 mile between VELB plants.	**?**	Revise – check with biologists, need proactive plan for VELB
P48	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.~~	**X**	Delete – addressed in CEQA/mitigation measures and project construction standards
	HABITAT CREATION, RESTORATION, AND ENHANCEMENT			
	Goals			
G1		Create, restore, and enhance riparian, wetland, and upland habitat.	?	
	Policies			
P1	NRPE1	~~Restoration projects shall conduct hydrological studies to determine water table depths to assess where various native plants can be sustained.~~	**?**	Delete—addressed in P24 Split into two policies – kept second piece

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P2	NRPE1	Create ponds of varying depth, terraced banks, swales, and other features to provide a range of habitat.	**N**	Split into two policies – kept this second piece, revised to clarify intent and delete narrative
P3	NRPE2	Enhance pond habitat and associated wetland vegetation to benefit geese and other waterfowl.	**? or X**	Revised—narrative goes elsewhere Revisit the intent and need for this policy, and the intensive work and resources required to farm and irrigate the sites. may be better approach, check with DFG. Split into two policies.
P4	NRPE2	Create foraging habitat for geese and other waterfowl by planting small plots (10 acres) of corn in relatively open areas, where good visibility allows geese to avoid predators. Consider utilizing Ball Ranch/Willow Unit.	**? or X**	Revisit the intent and need for this policy, and the intensive work and resources required to farm and irrigate the sites. may be better approach, check with DFG. Split into two policies.
P5	BZ5	Incorporate a habitat enhancement component into all Parkway projects.	**?**	Revised – eliminated specific project types to make a general policy
P6	BZ6	Place a high priority on riparian habitat restoration to establish and enhance wildlife habitat and corridors and improve aquatic habitat.	**?**	Revised – parallel construction and clarity
P7	NRPW2	~~Habitat creation also means the creation of new ponds, with associated wetland vegetation, to benefit geese and other waterfowl.~~	**X**	Delete –delete reference to creating new ponds (there are plenty of man-made ponds), other enhancements addressed in other areas
P8	No #	~~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.~~	**? or X**	Delete; Duplicates NRPE2
P9	NRPE3	~~The upper canopy component of the riparian habitat along the river between Highways 145 and 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.~~ To the extent feasible, conserve and re-establish the upper canopy of riparian habitat (i.e., oaks, cottonwoods, sycamores) to provide roosting and nesting habitat for raptors, herons and egrets, and other bird species.	**?**	Revised – originally outside of planning area

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P10	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 exited, 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.~~	**X**	Delete - narrative, not policy; issues addressed in other policies
P11	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.~~ Restore a variety of habitat types, such as Great Valley cottonwood riparian forest, cottonwood willow riparian forest, and Great Valley willow scrub, taking into account the needs of varied species.	**?**	Revised – generally not a policy, issues addressed in other policies
P12	NRPE4/ NRPW4	To the extent feasible, control and remove invasive non-native species.	**?**	Revised – deleted narrative and created two policies
P13	NRPE4/ NRPW4	Use locally sourced cuttings and seeds for vegetation restoration.	**?**	Revised – deleted narrative and created two policies
	FLOODPLAIN MANAGEMENT			
	Goals			
G1	FP1	The river and floodway's function to transport floodwater is a beneficial use which must be protected.	**?**	Moved from policy to goal.
G2	FP2	Manage the Parkway to maintain the combined existing flow capacity in the river channel and the designated floodway.	**?**	Moved from policy to goal.
G3		Protect and enhance water quality, including appropriate management of stormwater runoff.	N	
	Policies			
P1	RCP3	Design bridge crossings along the Parkway trail (all of which are subject to project-level environmental review), to minimize impacts on the natural environment, be pleasing aesthetically, meet safety requirements for cyclists and other users, and to withstand and pass flood flows as determined by regulatory agencies.	**?**	Revised for clarity

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P2	NP7	Do not construct levees in the Parkway.	✓	
P3	FP3/NP6 /RFMP2	~~Design Parkway improvements to not cause an increase in flooding or flows upstream, downstream, or on adjacent properties.~~	**X**	Delete—better addressed in RFMP2
P4	NP6	~~Site parkway facilities appropriately in relation to current FEMA 100-year floodplain and floodway maps. Parkway buildings and structures should be built in areas and with design standards that do not significantly obstruct or displace flows, or sustain anything more than slight damage from inundation in any area where there is a potential risk from the 100-year flood. Service roads, trails, and bridges should be designed and engineered to avoid/minimize significant flood damage.~~	**X**	Delete – addressed in RFMP2
P5	FP5	Design and manage Parkway facilities and improvements in a manner that will not increase riverbank erosion.	**?**	Edited
P6	RFMP1	~~Any Parkway improvement sited in the 100-year floodplain or designated floodway shall comply, at a minimum, with regulatory requirements.~~	**X**	Delete – all improvements need to meet regulatory requirements
P7	RFMP2	Design and site Parkway structures and amenities 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 flows or water surface elevations. For permanent above-grade structures the minimum level of design flood protection shall be the 100-year event, or as regulated by state and federal agencies. Design, place, and fasten picnic tables, litter containers, interpretive displays, and vault toilets to allow flows through or around them and minimize their becoming dislodged during flood events. Fences shall be sized, placed, and securely anchored to minimize the potential to create obstructions during high flows.	**?**	Revised —previous design standard—the Standard Project Flood (roughly 250 year event) was prior to the significant map revisions in 2001. Current regulatory standard is 100 year event, however, some regulatory changes are proposed by the Central Valley Flood Protection Board.
P8	RFMP3	Emergency flood warning alert and evacuation procedures for Parkway visitors shall be developed and implemented by emergency planning and response agencies. Determine in advance the flow releases that will trigger the closure of Parkway facilities, or the areas along the river within the facilities.	**?**	Edited More a public safety issue than floodplain management – may need to move elsewhere.
P9	FP4	Allow for the restoration of channel and floodwater flow capacity by other parties, including but not limited to the San Joaquin River Restoration Program.	**?**	Revised to address SJRRP not pre-Friant Dam conditions
P10	RFP8	Install vault toilets and septic systems only in areas where community wastewater treatment is not available and feasible; design, install, and operate such systems in accordance with all applicable State and local laws and regulations.	**?**	Edited –this should be moved to water quality
P11	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~~	**? or X**	Revised – needed for weed eradication and invasive species control—use is already regulated and typically addressed in CEQA mitigations; SWPPP will address appropriate construction BMPs—move to water quality

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
		~~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.~~ Avoid, minimize, and ensure pollution prevention and compliance in the use of herbicides during construction.		
P12	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.~~	**?/X**	Delete – covered in SWPPP requirements of General Permit; incorporated in P12
P13	ROP1	Minimize impervious surfaces to allow natural percolation and limit runoff.	**?/X**	Revised – removed detail and made general to provide more flexibility in approach—move to water quality
P14	ROP2	~~A Stormwater Pollution Prevention Plans (SWPPP) shall be developed for all projects as required by state and federal regulation. 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, which could include a combination of the following BMPs, or equally effective measures:~~ ~~For paved parking areas and large structures, 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;~~ ~~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.~~	**X**	Delete - too detailed, can include in Master Plan as design standards instead, most of this is required by law and is redundant – SWPPP, General Permit, WELO requirements –see P15
P15	RP14	~~Pave vehicle parking areas and access roads with asphalt, concrete, gravel, or other permeable surfacing, depending on the potential risks or needs associated with soil erosion, water quality, or groundwater recharge, soils, maintenance needs, ADA access, levels of use, etc..~~	**X**	Delete – addressed in several other policies
P16	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.~~	**X**	Delete – too specific, can be included with design standards and/or combined with RDP3
P17	RFP3/ RFP4	Incorporate construction best management practices for stormwater quality management, including erosion and sedimentation controls and spill prevention and control, into construction specifications and permits.	**?/X**	Revised—move to water quality
P18	RDP3	Incorporate drainage swales and other appropriate post-construction best management practices into the design of Parkway improvements to manage stormwater runoff.	**?**	Revised to delete excess narrative and clarify intent—move to water quality

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P19	RFP6	Implement a low-impact wildlife-friendly landscape maintenance program, and minimize the use of pesticides and herbicides.	**?**	Revised.—move to water quality or wildlife resources?
P20	RDP11	Monitor the effectiveness of, maintain and repair stormwater quality management post-construction controls.	**?**	Revised.—move to water quality or wildlife resources?
	MINERAL RESOURCE			
	Mineral Resource Goals			
G1	MR1	Work with gravel mining companies to acquire high priority properties after they have been mined. Promote reclamation plans that enhance and complement Parkway goals and are Parkway-ready to the extent practicable.	**?**	Revised to clarify intent
G2	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 Parkway facilities will not preclude future extraction in privately-owned MRZ-2 designated areas.	**?**	Need to review this—where are the remaining unmined unpermitted MRZ-2 areas? In what ways could Parkway implementation interfere with mining? Safety issue? Mining allowed in SJRRP
G3	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.~~	**X**	Delete – local land use and local regulatory jurisdiction
	Policies			
P1	MRO2	For new mining permit applications within the Parkway planning area, provide recommendations to local land use control agencies to ensure the appropriate application of Parkway policies.	✓	Edited
P2	MRP3	For new mining permit applications in the Parkway planning area, provide recommendations to local land use control agencies to protect existing riparian woodlands, enhance or complement the revegetation of the wildlife corridor and adjacent areas, improve excavated gravel ponds as Parkway features by providing for specific wildlife habitat needs or replication of natural landscapes, and reflect public safety needs.	**?**	Revised to match MRO2 language
P3	MRP1	In public Parkway areas that have significant sand and gravel reserves that may be needed for the San Joaquin River Restoration Program or other habitat and floodplain restoration needs, site significant permanent structures where they will not preclude or interfere with future extraction of those resources.	**?**	Revised to clarify potential needs of SJRRP not mining for revenue generation
P4	MRP2	Build trails, bikeways and other recreation areas at least 300 feet from the boundary of active mining operations and processing plants, separate them by physical barriers, and avoid trail/bikeway crossings of active haul routes.	**?/X**	Revised—all current gravel mining permits expire 2016
P5	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~~.	**X**	Delete – addressed in MRP1
P6	MDP1	~~Limit intensive public use areas near mineral resource processing plants. Work with mining operators to provide temporary berms, a minimum 10-foot height, with signed~~	**X**	Addressed in MRP2

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
		~~fencing to separate publicly accessible trails and use areas from mining activities.~~		
	AGRICULTURAL RESOURCES			
	Goal			
G1	AO1	Protect agricultural uses (crops, livestock, orchards, and nurseries) from potential adverse impacts of public Parkway uses. Work to ensure the uses are compatible.	✓	edited
G2	AO1	Encourage the preservation of agricultural uses in the Parkway planning area.	***N***	edited
	Policies			
P1		Work with agencies that conserve farmland to secure conservation easements within the Parkway planning area.	**N**	
P2		Support community gardens and community supported agriculture.	**N**	
P3		Provide buffers, fencing, signage and other measures to reduce potential conflicts between public Parkway use and nearby agriculture. Encourage agricultural uses as buffers between the Parkway and more intensive urban/suburban uses,	**N**	See also buffers.
	AIR RESOURCES			
	Goal			
G1	RFP1	~~Parkway development will be consistent with adopted local government PM10 emissions mitigation programs.~~ Utilize opportunities in developing the Parkway to improve regional air quality and reduce the potential for Parkway development to contribute to air pollution.	**X** **N**	Delete – this is a requirement not a goal Or create a new section regarding climate change/climate adaptation
	Policies			
P1	RFP1	~~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.~~	**X**	Delete – addressed in through permitting requirements
P2	RDP4	~~Unpaved parking areas and internal public access roads for Parkway facilities will be treated to reduce dust generation.~~	**X**	Delete – addressed through permitting requirements
P3	RDP4	Restore habitat and conserve natural areas to contribute toward carbon sequestration.	**N**	
P4	RDP4	Utilize appropriate surfaces and maintenance methods to reduce dust generation on trails, roads, and parking areas, and from un-vegetated ground surfaces.	**N**	

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P5	RDP4	Interconnect primary trails to facilitate pedestrian and bicycle travel and to reduce residents' reliance on motorized vehicles~~.~~	**X**	
	CULTURAL AND HISTORICAL RESOURCES			
	Goal			
G1		Preserve and protect cultural resources on Parkway public lands.	✓	
	Policies			
P1	RFP10	~~Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of cultural sites.~~	**X**	Delete – this is a legal requirement
P2	ROP9	Develop operations and management measures to protect cultural or historical resources within the Parkway, including providing training for management staff, to protect the resources.	**?**	Revised for clarity
P3	ROP10	Develop educational materials and provide them at key pubic use locations instructing the public on value of cultural heritage and the need to leave sites undisturbed. Include what to do in the event a cultural site is disturbed or an artifact is discovered.	✓	Edited
P4	RDP19	~~Prior to approving any project in the Parkway, the Conservancy shall conduct a records search 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 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.~~ Evaluate the potential for cultural resources at project sites protect all sites from disturbance during project construction.	**?**	Edited – leave in general policy, specifics are addressed with CEQA requirement and mitigations
P5	RDP20	~~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.~~	**?/X**	Delete – this is addressed with CEQA requirements and mitigations

	Goal/Policy		**Status ✓: Keep ? : Rewrite X : Delete N: New**	**Comments**
	Old Policy No.			
P6	RDP21	~~Prior to construction in the Parkway, 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 project 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.~~	**X**	Delete – this is addressed with CEQA requirements and mitigations
P7		Work with local Native Americans organizations to develop agreements allowing ceremonial use of Parkway lands.	**N**	No policy on use of sites for ceremony or harvesting by Native Americans was in prior plan
P8		Work with local Native Americans organizations to develop agreements allowing cultivation and harvesting of culturally significant plants.	**N**	
	PUBLIC ACCESS AND RECREATION			
	Goals			
G1	No numbers	Encourage trail corridors 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.	✓	
G2	RA1	~~Meet current and future river access, recreational and environmental educational needs while preserving and managing the natural and cultural resources in the Parkway, including archaeological and Native American sites.~~ Provide river access and high quality recreation areas and facilities adequate to meet recreational and environmental educational needs of all segments of the regional population, and meet public health and safety needs, while preserving natural and cultural resources.	***X***	Revised
G3	RA2	~~Provide recreational and educational opportunities to all segments of the population~~.	***X***	Delete – addressed in goal below
G4	No #	Ensure access to all residents of the region, in metropolitan and outlying areas, including those who must travel to the Parkway by vehicles, bikes, transit, etc.	✓	Edited
G5	RA3	Manage recreational uses to reduce or eliminate indiscriminate activities, trespass on private lands, and human impacts on sensitive habitat areas.	✓	
G6		Provide as a priority highly visible, high demand, viable public access and recreation projects.	N	From SJRPC's "Keeping the Lights On" –
	Policies			
P1	No #	Where feasible, provide a minimum width of 100' for trail corridors.	**?**	Revised –provided not acquired

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P2	No #	~~Buffer or additional distance between the trail corridor and what? provided in open areas where new planting is not feasible.~~	**X**	Delete – unclear, addressed in other policies
P3	No #	~~Corridors' width will preserve scenic environment for users and minimize impacts of trail use on wildlife and their habitat how? and adjacent land use~~	**X**	Delete – narrative, addressed in other policies
P4	No #	Corridor width shall be increased where vegetation as a buffer is not feasible.	***X***	Revised to clarify
P5	RO1	Locate relatively intensive recreational activity sites away from natural resources that may be sensitive to those uses (such as rookeries, spawning beds, etc.) and private residences (see Buffers).	**?**	Edited
P6	RO3	Link public Parkway lands 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.	✓	Edited
P7	No #	Where possible, connect the multi-purpose trail with other local and regional trails and bikeways originating in surrounding areas.	***?***	Edited
P8	RO2	Adopt rules and regulations and collaborate with enforcement agencies to prevent and control undesirable activities and unlawful conduct in the Parkway.	**?**	Revised, added adoption of rules and regs
P9	RPS2	To the extent feasible, any new Parkway public access roadways should be located and designed to reduce disturbance from intermittent vehicle pass-bys at the nearest noise-sensitive land uses.	✓	
P10	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:~~	**?/X**	Delete – noise requirements determined by local agencies
P11	RPS3.1	~~75 dBA Ldn/CNEL for golf courses, equestrian facilities, canoe put-out and take-in facilities and swimming areas.~~	**?/X**	Delete – noise requirements determined by local agencies?
P12	RPS3.2	~~70 dBA Ldn/CNEL for picnic areas, turf and other play areas, and any other daytime gathering areas.~~	**?/X**	Delete – noise requirements determined by local agencies
P13	RPS3.3	~~60 dBA Ldn/CNEL for camping areas or indoor educational facilities, although noise exposure up to 70 dBA Ldn may be acceptable for the latter if adequate sound insulation can be demonstrated.~~	**?/X**	Delete – noise requirements determined by local agencies
P14	RPS4	~~Recreational activities will be evaluated for potential noise impacts on avian species and sited to avoid noise impacts.~~	**?/X**	Delete – noise reviewed as part of CEQA
P15	RP1	Rehabilitate and improve recreation areas and facilities that existed prior to establishing the Parkway, particularly Lost Lake Park, the Fish Hatchery, Sycamore Island, and Camp Pashayan, on a priority basis.	**?/X**	
P16	RP4	Provide recreation facilities, programs, and visitor services compatible with the environment of the recreation area. The types of uses to be accommodated on public Parkway lands shall be primarily hiking, jogging, bicycling, wading/swimming, canoeing, picnicking, fishing, golfing, equine riding, nature observation, nature study and educational interpretive programs, camping (tent, trailer, and RV), turf areas for informal and educational play, a limited number of visitor centers, ancillary facilities, and supporting retail and services. Playgrounds and turf areas for sports should be retained, and provided in areas designated for more intensive uses if warranted by demand.	**?**	Revised –consider whether uses are comprehensive

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P17	RP9	Where possible, align and design trails and bikeways to avoid steep grades, environmentally sensitive areas, erodible soils, and potential hazards. (See also Buffers.)	**?**	Revised to avoid duplication in other areas; divided into separate policies.
P18	RP9	Provide separate surfaces for pedestrians, wheeled vehicles, and equestrians as feasible.	**?**	Revised to avoid duplication in other areas; divided into separate policies.
P19	RP9	Utilize existing trails and unimproved roads for Parkway trail alignments where appropriate.	**?**	Revised to avoid duplication in other areas; divided into separate policies.
P20	RP9	Design and build the multipurpose trail sufficiently wide and structurally sound to permit passage of patrol, rescue, fire, and maintenance vehicles.	**?**	Revised to avoid duplication in other areas; divided into separate policies.
P21	RP2	Acquire, through purchase, easements, or other mutually satisfactory transactions, land for recreation areas and the expansion of existing parks and recreation areas.	✓	
P22	RDP2	Provide adequate bicycle locking facilities at recreational and educational facilities.	**?**	Revised to apply to all rec and ed facilities
P23	RP3	Minimize potential impacts to sensitive natural resources by concentrating proposed recreation facilities and areas within a project site, and near or adjacent to existing parks or recreation areas where feasible.	✓	Edited
P24	RP6	Control access to the extent practicable with gates, fences, bollards, boulders, and other appropriate measures.	***?***	Revised for parallel construction
P25	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).~~	X	Delete – will be addressed in mitigation measures
P26		Utilize the Design Guidelines for San Joaquin River Parkway Public Access and Recreation Improvements (as adopted and refined over time), California State Parks design guidelines and trail classification system, and the project operator's design guidelines, as applicable, to develop the primary multi-purpose trail, secondary trails (e.g. hiking, interpretive, and nature trails), restrooms, drinking fountains, interpretive kiosks, fencing, picnic grounds, litter receptacles, canoe put-in and take-out sites, canoe rest stops, gates, equestrian facilities, parking areas, swimming beaches, and visitor hubs.	N	Taken from Draft *Design Guidelines for San Joaquin River Parkway Public Access and Recreation Improvements* October 2003.
P27	RP15	Develop, operate, and manage Conservancy projects and lands in conformance with statutory requirements and Resolution 93-4: The Conservancy shall close to the public any lands or facilities which it is unable to maintain in a clean and safe manner and to	?/X	

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
		adequately protect the wildlife and rights of adjacent property owners.		
P28	PS3	Drinking water shall be provided in Parkway recreation areas where a community water system connection is available. If feasible, new public drinking water systems may be built, operated and monitored in compliance state and local laws and regulations.	?	Revised to give more flexibility for drinking water services
P29	CP1	Permit 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 other Parkway goals, objectives and policies.	**?**	Revised – Permit instead of provide
P30	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.~~	**X**	Delete - obsolete
P31	RPP1	Provide sufficient on-site parking at each public recreational facility for the desired usage level during peak periods and to meet the parking requirements of the affected local jurisdiction. Include landscape buffering to limit parking areas' visual impacts on the adjacent natural areas and residences, while ensuring safety and security for users.	**?**	Revised to clarify
P32	RCP1	Coordinate with local agencies to provide linkages to the regional bicycle and trail systems, and to link the continuous multi-use trail along and throughout the Parkway.	✓	Revised—focused on continuous multi-use trail removed references implying we would evaluate service needs or designs of regional off-parkway facilities
P33	RCP2	~~Coordinate with local agencies to provide a continuous multi-use trail throughout the Parkway~~	**X**	Delete – incorporated into RCP1
P32	RCP4	Facilitate alternative transportation access to the Parkway by developing a Parkway access program, including developing a regional transit map with linkages to Parkway recreational and educational outreach facilities and coordinating with transit providers.	**?**	Revised to include private and public event sponsors—do we mean promote transit services at Parkway events and facilities?
P32	RCP4	Promote and advertise available transit services among private and public event sponsors.	**?**	Revised to include private and public event sponsors—do we mean promote transit services at Parkway events and facilities?
P33	RTPP1	Plan for transit connections/stops at trailheads, Parkway staging areas, and activity centers during project development..	**?**	Revised to be more direct
P34	RTPP2	Participate in regional public transit planning to secure service to the Parkway, particularly during periods of high activity such as summer weekends.	✓	edited
P35	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.~~	**X**	Delete - unnecessary**.**
P36	RFP7	~~Geotechnical investigations shall be performed 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. Design standard Policy:~~ Avoid siting features or facilities where potential adverse impacts to water quality could occur through erosion or slope instability.	**?/X**	Revised – addressed with each project's construction documents, move to water quality
P37	RDP7	Construct the primary multiple purpose trail system with separate, parallel trails: one with a firm granular or paved 12-foot-wide surface for cyclists, disabled individuals and other	**?**	Edited into two policies

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
		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.		
P38	RDP7	Construct the multiple purpose trail system and other primary access roads and trails with suitable width, structure, and surfaces for use by patrol, maintenance, fire and emergency vehicles.	**?**	Edited into two policies
P39	RDP8	In the event there is not sufficient width to construct a multiple purpose trail as described above, implement restrictions (such as signage and barriers) on horse, bicycle and foot traffic to reduce potential conflicts or effects from heavy use.	✓	Edited
P40	RDP9	Pave the primary multipurpose trail system with asphalt, concrete, or other durable smooth surface materials. Consider such paving for other trails anticipated to receive heavy traffic, sections designed to provide ADA access, and other trails where long term durability is desired.	**?**	Revised – multipurpose trail to be asphalt along with other high use or ADA trails
P41	RDP10	For internal trails that provide access to natural reserves, river access, hiking trails, and trail loops within the trail system, construct low-impact footpaths a minimum of 24 inches wide using soft granular material, such as decomposed granite or crushed quarry fines, or native soil.	**?**	Should we make reference to DPR trail standards? Add to glossary: internal trails, footpaths?
P42	RDP11	Site, grade and construct equestrian facilities, equestrian trails, and other unpaved trails of suitable materials and with appropriate runoff best management practices to minimize the potential for sediments to be carried into adjacent waterways.	**?**	Revise into separate policies
P43	RDP11	Develop equestrian staging areas with drinking water source (if community water is available) and no ground level obstructions such as curbs.	**N**	Revisit boarding, equestrian events, training facilities in Parkway private or public
P44	RDP11	Facilitate public/private partnerships to provide equestrian facilities and services to improve equestrian trail use, such as one or more boarding and rental center, on public Parkway lands or nearby	**N**	This “new” policy was rpaviously part of the plan narrative.
P45	RDP13	Maintain sufficient trash receptacles, including recycling bins, in numerous locations at Parkway sites and at times with heavy public use.	**?**	Edited
P46	RDP13	Implement a pack-it-in and pack-it-out policy for trash in lighter use and more remote Parkway areas.	**N**	
P47	RDP15	Install and properly maintain restrooms, including vault toilet restrooms in areas where septic systems and community wastewater connections are infeasible, in easily accessible locations, such as parking areas, trailheads, and public use areas.	**?/X**	**Edited**
P48	RDP16	Use wayfinding to assist visitors in finding and using waste containers, restrooms, and drinking water.	**?**	Edited

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
	RECREATION SERVICES AND MANAGEMENT			
	Goals – broaden topic, these aren't just recreation but include ecological services and management			
G1		Prevent, reduce, and eliminate undesirable activities, unlawful conduct, damage to improvements, and harm to natural resources in the Parkway. .		Need to consolidate-- Redundant with RO2 and NP9
G2		Adopt maintenance practices and procedures which ensure that the Parkway area, access, and facilities are in good condition and repair.		Needs organization—these goals speak to policies stated in previous sections—is this a policy? Need goals for the below policies.
G3		Encourage maintenance practices which support, maintain, or enhance existing natural resources, habitat, and wildlife.		RFP6 addresses this, but is repeated in two sections
G4		Develop support for the Parkway through outreach and engagement.	N	From SJRPC's "Keeping the Lights On"
G5		Utilize messages, proper maintenance, rules, and enforcement to ensure the Parkway is perceived as safe.	N	From SJRPC's "Keeping the Lights On"—move to policies
G6		Establish measureable objectives for services provided on public Parkway lands, particularly those related to maintenance, safety, and policing.	N	From SJRPC's "Keeping the Lights On"—move to policies
	Policies			
P1	RTP1	Ensure that special events sponsored on public Parkway lands do not intentionally exceed the capacity of the facility, parking, access roads, or other recreation improvements.	✓	Revised Sort of a stretch that this relates to one of the section's goals.
P2	RTP2	Monitor, regulate and maintain Parkway visitation, through management techniques such as fees and permits, to ensure public use does not frequently exceed the capacity of a facility, parking, access roads, or other recreation improvements.	✓	Sort of a stretch that this relates to one of the section's goals.
P3	RP8	Develop appropriate authorities, rules, regulations and resources to supplement enforcement capacities, provide a management presence on public Parkway lands, provide public information and education, and collaborate with enforcement authorities to prevent and control undesirable activities and unlawful conduct within public Parkway lands.	✓	**Policy for G1, but redundant with RO2 and NP9**
P4	RP10	Take action to minimize or control impacts of recreational activities that result in undue impacts on the river, wildlife, other visitors, and nearby residents..	**?**	edited
P5	ROP6	Develop and implement Parkway public education to promote appropriate behavior while on Parkway property.	✓	
P6	ROP7	Limit normal operational hours and public use for public Parkway facilities (other than designated or approved camping, to the hours between sunrise and sunset.	**?**	Edited
P7	PS2	Facilitate funding and programs for Parkway and river corridor patrols and public safety, including supplemental resources for policing agencies, to the extent possible. Lead the development of coordinated response system for the Parkway with all affected state and local law enforcement agencies	**?**	edited Over-reaching—delete portion about the river corridor.

	Goal/Policy		**Status ✓: Keep ? : Rewrite X : Delete N: New**	**Comments**
	Old Policy No.			
		Provide to local policing, fire response, emergency response, rescue, and game wardens gate access and maps of vehicular access points to public Parkway lands.		Edited
P8		Restrict public vehicle access to public Parkway lands to minimize policing problems.	N	From SJRPC's "Keeping the Lights On"
P9		Routinely coordinate Parkway operations and management with policing agencies.	N	From SJRPC's "Keeping the Lights On"
P10		Develop an interagency consensus regarding public safety and policing levels of service and standards for public Parkway lands.	N	From SJRPC's "Keeping the Lights On"
P11	ROP4	Establish and implement a Parkway management program to monitor the condition of Parkway improvements, including trails, canoe put-ins, and bridges, and trail overcrossings to provide for regular maintenance and repairs.	✓	edited
P12	ROP5	Facilitate, promote, and organize community-based litter removal, stewardship, and restoration programs for public Parkway lands.	✓	
P13	No #	Construct recreational projects only when there are sufficient long-term resources to provide for operations, maintenance, management and security of that project.	**?**	edited—consolidate, redundant with RP15
P14		Phase Parkway development over time, providing facilities and services necessary to serve population growth.	N	From SJRPC's "Keeping the Lights On"
P15		Develop interagency consensus regarding maintenance standards.	N	From SJRPC's "Keeping the Lights On"—is it reasonable to presume that all partners would adopt similar maintenance standards?
P16	RFP6	~~Implement low-impact wildlife-friendly landscape maintenance.~~	X	Delete - RFP6 is also on page 13
P17		Develop common Parkway vision and mission statements among the partner and member agencies.	N	From SJRPC's "Keeping the Lights On"
P18		Perform multiple public awareness surveys over time to determine public information needs.	N	From SJRPC's "Keeping the Lights On"
P19		Develop an outreach plan identifying effective messages, target audiences, and media addressing community and political needs.	N	From SJRPC's "Keeping the Lights On"
P20	RO4	Utilize the Parkway brand in all communications and publications to create a unified Parkway image and to present unified messages. Implement the Conservancy's *Use Guidelines for San Joaquin River Parkway Brand*.	N	From SJRPC's "Keeping the Lights On" and Use Guidelines for San Joaquin River Parkway Brand – January 5, 2006; Revised RO4 to address branding policy as mean to unify Parkway into a recognizable unit
P21		Engage in public outreach with a wide variety of groups and audiences.	N	From SJRPC's "Keeping the Lights On"
P22		Engage in public outreach to business and economic development interests which incorporates talking points related to the economic and social benefits of the Parkway.	N	From SJRPC's "Keeping the Lights On

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
P23		Increase outreach to visitors and non-visitor groups, including development of regional marketing and cross-cultural, urban, and rural focused outreach efforts.	N	From SJRPC's "Keeping the Lights On"
P24		Engage in public outreach to local leaders and groups, such as service clubs and neighborhood associations.	N	From SJRPC's "Keeping the Lights On
P25		Engage in political outreach establishing rapport with area elected officials and legislators, including developing talking points regarding funding and other key issues.	N	From SJRPC's "Keeping the Lights On
P26		Present periodic workshops to member agencies focused on accomplishments, interagency participation, challenges , service standards, costs, and revenue options.	N	From SJRPC's "Keeping the Lights On
P27		Engage stakeholders, connect coalitions of common interests, and nurture community advocacy.	N	From SJRPC's "Keeping the Lights On
P28		Provide leadership in securing community consensus in support of the Parkway.	N	From SJRPC's "Keeping the Lights On
P29	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~~.	**X**	Delete - redundant
P30	RP11	Establish unified Parkway facility designs for the purposes of branding the Parkway.	?	Revised
P31	BZ9	Recommend that local land use agencies require new development in the floodplain to minimize and/or properly shield lighting. Minimize and properly shield lighting associated with Parkway development in the floodplain. With the exception of public safety and property security, eliminate lighting in the vicinity of the wildlife corridor or a natural reserve, to the extent possible.	**?/X**	Revised
	ENVIRONMENTAL EDUCATION AND INTERPRETATION			
	Goals			
G1		Provide a variety of educational opportunities; provide essential messages, information, and knowledge about the Parkway and its resources; and meet the needs of many audiences.	✓	Need goals for the below policies.
G2		Create and sustain a common, positive perception of the Parkway in its entirety, among all constituencies, and generate a synergy among the partners' outreach efforts.	✓	Condensed from the Parkway branding recommendations
G3		Create a strong public perception that the Parkway: contributes to the community's and individuals' quality of life; will serve and have something to offer all current and future residents of the region; and is a high-quality, desirable, regional public amenity, on par with the renowned regional parks and open spaces of many metropolitan areas.	***N***	Condensed from the Parkway branding recommendations
G4		Ensure that the Parkway is developed openly, with appropriate planning and opportunities for public involvement.	***N***	Condensed from the Parkway branding recommendations
G5		Increase public knowledge about: the planned Parkway, its trails, facilities, and public uses; the importance of conserving its natural and cultural resources; the importance of	***N***	Condensed from the Parkway branding recommendations

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
		appropriate park behavior; and the important resources of the San Joaquin River watershed.		
G6		Develop advocacy for the Parkway through increased knowledge of: management needs, funding resources, benefits for community vitality, and the vital role of citizen volunteers and activists.	***N***	Condensed from the Parkway branding recommendations
	Policies			
P1	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~~.	**X**	Delete – duplicated below.
P2	ROP3/RDP14	Provide signage at river access and recreation facilities to educate users of the importance of protecting water quality and proper litter disposal. Include information regarding adverse effects of litter and illicit dumping of such materials as automotive fluids or other household-type liquid wastes on water quality and wildlife in educational and interpretive programs.	**?**	edited
P3	NRPE1	Encourage the development 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.	?	Revised – clarified intent
P4	NRPE1	Provide interpretive signs and display panels at recreation areas and other points of access to the Parkway.	?	Revised – clarified intent
P5	NRPE2	Provide education programs and opportunities for people of all ages and abilities.	?	Revised - add “and abilities”
P6	NRPE2	Evaluate all Parkway facilities from the perspective of their potential for education or interpretation, and provide educational and public information services to the extent possible.	?	Revised – add Evaluate
P7	NRPE3	~~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.~~	**X**	Delete – not a policy but a narrative
P8	RP13	Use educational and interpretive curricula that will reach all segments of the community, relying heavily on compatible programs already developed by volunteers, schools, and nonprofit organizations in the area.	**?**	Address multi-lingual, perhaps greater reliance on graphics, QR codes?
P9	NRPE4	Develop educational and interpretive programs to highlight the diversity of features and uses of the river.	**?**	Revised – parallel construction, removed narrative

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
		For each public Parkway site, create a focused theme, drawing from the interrelated messages and interpretive themes of the Parkway as a whole.		
P10	RP12	Conduct interpretive programs as close as feasible to the site where the physical evidence of the topic is found.	✓	
P11	RA4	~~Evaluate all Parkway facilities and features from the perspective of their potential for education or interpretation.~~	**X**	Delete – addressed elsewhere
	BUFFER ZONES AND ADJACENT LAND USES			
	Goals			
G1		Create buffer zones to protect and enhance the Parkway's natural resources, wildlife, and habitat and reduce conflicts resulting from recreational use.	✓	Need goals for the below policies. Need to look at SJRRP for salmon buffer implications
G2		Create buffer zones to screen and separate recreational uses from adjacent private property. Provide buffer zones with widths appropriate to the intensity of the planned land use in relation to the area to be protected.	?	Revised Parkland should be Parkway; clarified Moved from policy to goal
	Policies			
P1	NP1	Within public parkway lands, provide a wildlife corridor with a minimum width of 200 feet inward from the riverward edge of each bank or the width to the upland boundary of riparian habitat, whichever is greater. Acquire additional uplands whenever possible to provide greater habitat diversity and protect additional areas of native vegetation. Provide a buffer between the riparian wildlife corridor and adjacent recreational uses/improvements a minimum of 150 feet wide. For all buffer policies, exceptions may be necessary where the minimum-width is infeasible due to physical, biological, and other site-specific constraints.	**?**	Revised – clarified applies to each bank;; separated into two policies Buffer policies in the recompiled plan are not stated clearly, and are edited for consideration
P2	NP1	Where use on public Parkway land is more intensive on one side of the river, provide less intensive use on the other side of the river.	**?**	Revised – separated into two policies
P3	BZ1	Establish and maintain 250 yards of buffer zone for sensitive wildlife habitat, such as rookeries and nesting sites for endangered birds of prey, where possible.	**?**	Revised – replaced meters with yards – GLOBAL: need consistency yards or feet?
P4	NP12	Develop observation points and trails no closer than 250 yards from rookeries and provide screening along the path.	**?**	Revised to be general, need to review distance from rookery for consistency – 250 yds or 500 yds?
P5	NP11	Avoid developing intensive recreational or other uses within 500 yards of rookeries; designate the surrounding area as natural reserve where feasible.	**?**	Revised to apply to all rookeries
P6	BZ2	Where buffers between recreational uses and habitat cannot meet minimum widths, provide native vegetation for screening wildlife from human activity.	✓	edited

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P7	NP8.1	~~Provide a buffer zone of a width appropriate to the intensity of the planned land use~~.	***X***	
P8	BZ4	Delineate buffer zones based on site-specific investigations. Existing vegetation or new plantings of native vegetation may be used as a buffer between Parkway facilities and uses and adjacent lands.	✓	
P9	No #	~~Existing vegetation or new plantings of native vegetation shall be used as a buffer from adjacent land uses~~	**X**	Delete – incorporated in BZ4
P10	RPS1	Other than water-dependent facilities, such as fishing access, boat launches, and wading areas, avoid developing recreational facilities within a minimum of ___ feet of the riverbank to protect existing or potentially restored riparian habitat.	**?**	Need to establish distance
P11	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.~~	**?/X**	Delete – unclear, addressed elsewhere
P12	BZ8	Recommend that local land use agencies require, for new residential development adjacent to riparian and floodplain habitat, setback zones (areas that may be landscaped, but without structures) not less than 50 feet wide, and minimum buffer zones 100 feet wide. Provide a minimum 100-foot wide buffer zone and an additional setback zone or area without structures that is not less than 50 feet wide between Parkway public uses and facilities and the riparian wildlife corridor. Where the 100-foot buffer plus 50-setback approach is not feasible, provide to the extent possible an offsetting expansion of the corridor on public Parkway lands on the opposite shore.	**?**	Revised – separated into 2 policies
P14	BZ9	~~Require all Conservancy funded projects adhere to dark sky policy (define) requirements~~	**N**	Redundant with policy above?
P15	ROP8	Establish a minimum buffer of 300 feet between any existing, occupied residential property or residential structure and any new Parkway active recreation and group use areas.	**?**	Revised – clarified language
P16	RP7	To the extent possible, separate Parkway recreational improvements from residences by a buffer at least 150 feet wide beginning at the property boundary, and, if necessary and practicable, screening vegetation as well.	**?**	Revised – parallel construction; need to clarify this is passive recreation?
P17	BZ3	Incorporate Table 1 recommendations for buffer zones into Parkway guidelines.	**?**	To be revised--A map or maps would work better; the table is confusing
	OPERATIONS, MANAGEMENT, AND IMPLEMENTATION			
	Goals			
G1	LA1	~~Acquire lands to implement the Parkway MP, including establishing natural reserves and recreation areas and a continuous wildlife movement corridor and trail system.~~	***X***	**Redundant with NP2 ansd RP2**

	Goal/Policy		Status ✓: Keep ? : Rewrite X : Delete N: New	Comments
	Old Policy No.			
G2	LA2	Acquire lands on a willing buyer/willing seller basis.	✓	Redundant with NP2 and RP2
G3		Establish prioritization criteria and stakeholder involvement processes to evaluate lands to be acquired and the planning and development of capital improvement projects to ensure the effective use of public funds.		Edited
G4		Secure long-term financial resources to establish and continue safe and efficient programs, services, operations, maintenance, and management of public Parkway lands and facilities, now and for future generations.	**N**	
G5		Pursue a strategic, adaptive approach to phased development of the Parkway, that is responsive to funding and partnership opportunities, operations and maintenance resources, and public recreation/education needs and opportunities.	**N**	
G6		Provide management structures that ensure efficient and effective implementation of park operations, programs, and facilities.	**N**	
	Policies			
P1	LO1	Generally, place a higher priority on acquiring relatively undisturbed or fragile land with higher habitat values, including those suitable for the wildlife corridor or a natural reserve, than on acquiring previously disturbed land for restoration or for recreation.	**?**	Revised for parallel construction – verify priority, what about connectivity? Acquisition is opportunity based…
P2	LP3	Generally, place a higher priority on acquiring lands that will meet habitat and resource conservation objectives, than on acquisitions for recreational uses.	✓	
P3		Use criteria to evaluate potential land acquisitions that include consideration of: habitat values, potential for restoration or enhancement of natural resources or habitat, connectivity for a wildlife movement corridor, cultural and historical values, public access and recreation potential, connectivity for trails, contiguous public lands and uses, operations and management challenges and opportunities, potential lease and concession revenue, need for conservation, and development threats.	N	Condensed version of Conservancy/Interagency criteria
P4	LW1	~~Privately-owned parcels within the Parkway that become available for acquisition should be prioritized as to their wildlife habitat value and restoration potential.~~	***X***	Redundant
P5	LW2	~~An emphasis should be placed on acquiring parcels that consolidate areas of habitat or secure segments of the wildlife corridors.~~	**X**	Delete - redundant
P6	LW3	~~Prioritize acquisition that provides additional connectivity to Parkway lands and wildlife habitat~~.	**X**	Redundant
P7	LO4	~~Protect agriculture (crops, livestock, orchards, and ornamental trees) in the Parkway if feasible.~~	**X**	Redundant and not as explicit as Ag P2 and FG5
P8	LO2	~~Develop and utilize criteria for prioritizing land acquisitions to make the most effective use of limited public funds.~~	***X***	Same as goal, and criteria listed in P3 above
P9	LO3	Ensure that Parkway plans do not interfere with existing development entitlements.	✓	

	Goal/Policy		**Status** **✓: Keep** **? : Rewrite** **X : Delete** **N: New**	**Comments**
	Old Policy No.			
P10	RTP4	Develop operating plans for each Parkway element, including access control locations, park hours, fees and enforcement provisions in conjunction with affected local jurisdictions.	✓	
P11	RTP5	Off-site improvements needed for access to and from Parkway facilities shall be designed in accordance with standards of the applicable local jurisdictions.	✓	
P12	No #	~~Manage high-demand Parkway uses through permits or additional fees as needed~~.	***X***	Redundant and better stated in RTP2
P13	No #	Collect user fees at vehicle entrances as necessary to support Parkway operations and deter indiscriminate activities.	✓	
P14	LP4	Seek donations, facilitate land exchanges, and create mitigation partnerships whenever possible to minimize expenditures of public funds for land acquisitions. Acquire conservation easements and trail easements from willing sellers where easements will suffice to implement the Parkway plan and protect natural resources.	✓	Edited
P15	LP1	Make purchase of full fee title, easements, and other alternative land transactions on the basis of a willing seller only, and an offer of fair market value, charitable contribution, or other mutually satisfactory terms.	✓	
P16		Encourage public-public and public-private partnerships among agencies and organizations that can assist in funding, implementing, managing, and maintaining Parkway facilities and programs.	**N**	
P17		Establish stakeholder committees and groups to facilitate community involvement.	**N**	
P18		To the extent possible, meet multiple objectives, provide for multiple purposes, and take advantage of partnerships in the development and funding of Parkway facilities and programs.	**N**	
P19	LP2	~~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.~~	**X**	**Delete - Repeats LP1**
P20	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.~~ Coordinate Parkway land acquisitions, capital improvements, and land management with the State Lands Commission to provide for seamless and efficient management of state sovereign lands adjacent to, and public trust easements on, public Parkway lands	**?/**	Edited
P21	PS1	~~Furnish necessary public service facilities (water, electricity) 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.~~	**?/X**	Delete – addressed through other policies**.**