

# Chapter 1. Executive Summary

## 1.1 Introduction

Under the California Environmental Quality Act (CEQA), when discretionary projects are undertaken by public agencies, an environmental impact report (EIR) is required if the lead agency<sup>1</sup> determines that the project may cause a significant environmental impact. On June 9, 2014, pursuant to Section 15082 of the State CEQA Guidelines, the San Joaquin River Conservancy (Conservancy) circulated a notice of preparation (NOP) of the draft EIR (DEIR) for the proposed River West Fresno, Eaton Trail Extension Project (project) (State Clearinghouse No. 2014061017) to local and State agencies and other interested parties. A public review period was set from June 9 to July 8, 2014. An open house public scoping meeting was held on June 17, 2014, at the Pinedale Community Center, located at 7170 N. San Pablo Avenue in Fresno, California. The purpose of the NOP and the scoping meeting was to solicit guidance from agencies and the public as to the scope and content of environmental information to be included in the EIR in accordance with the State CEQA Guidelines.

The NOP provided a description of the project, location, alternatives and identified potential environmental effects. The NOP, and the agency and public comments received during the scoping period are found in Appendix A of this DEIR. Consistent with California Public Resources Code [PRC] Section 21092.1 and State CEQA Guidelines Section 15088.5, the Conservancy subsequently decided to revise and recirculate portions of the DEIR prepared for the proposed River West Fresno, Eaton Trail Extension Project. See Appendix AA-A2 for the notice of availability for the Partially Revised DEIR for the project.

The purpose of an EIR is to provide full disclosure of the potentially significant environmental effects of the project to the public and the decision-makers and explore the means to mitigate (i.e., reduce, avoid, or eliminate) those impacts through special mitigation measures or alternatives to the project. CEQA intends for preparation of an EIR to be a public process that provides meaningful opportunities for public input regarding environmental effects.

Section 15123 of the State CEQA Guidelines requires that an EIR contain a brief summary of the proposed action and its consequences. This executive summary is required to identify:

- each significant effect, with proposed mitigation measures and alternatives that would reduce or avoid that effect;

<sup>1</sup> The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

- areas of controversy known to the lead agency, including issues raised by agencies and the public; and
- issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

This DEIR has been prepared in accordance with CEQA to evaluate the potential environmental impacts associated with the project. ~~This DEIR has been prepared in accordance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Title 14, Section 15000 et seq. [14 CCR Section 15000 et seq.]).~~

The purpose of this DEIR is to inform public agency decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects of implementing the project. In addition to identifying potential environmental effects, this DEIR identifies methods by which these impacts can be mitigated, reduced, minimized, or avoided.

## **1.2 Project Description**

The Conservancy proposes to extend the existing Lewis S. Eaton Trail (Eaton Trail) by constructing a multipurpose trail extension with ancillary recreation support features. The Eaton Trail would be extended approximately 2.4 miles, from the Perrin Avenue alignment near State Route (SR) 41 on the east to Spano Park on the west.

The proposed trail would be about 22 feet wide, with a 12-foot-wide paved surface, a parallel 8-foot-wide hard natural surface for equestrian use, and a 2-foot shoulder (opposite the natural surface area) and generally would proceed from SR 41 to a point below the Spano Park overlook.

A parking lot (Perrin Avenue parking lot) for 50 vehicles with a controlled vehicle entrance would be constructed adjacent to SR 41. Vehicle access to the parking lot would be at the Perrin Avenue undercrossing of SR 41. A gate and an unmanned parking pay station would be included to manage vehicle access. The parking lot would accommodate up to three horse trailer stalls and would have a fire hydrant, a drinking fountain, a public information bulletin board, a small pet station, and a two-vault restroom. The trail, restroom and parking lot would be Americans with Disabilities Act (ADA) accessible. The pet station would be located at the Perrin Avenue entrance. Light-emitting diode (LED) light sets with rechargeable batteries and a solar panel would be mounted on light poles, providing sufficient illumination for security and maintenance. The area surrounding the parking lot would be landscaped with native vegetation. Stormwater would be directed into vegetated bioswales. An emergency/service gate would provide access to the trail extension for emergency first responders and maintenance staff. Fire hydrants would be added at three locations if feasible: at the Perrin Avenue parking lot, near the private property parcel, and near the toe of the bluff below Spano Park.

Pedestrian and bicycle access would be provided at four locations—Perrin Avenue, Spano Park, and the West Riverview Drive and Churchill Avenue entrances to the Bluff Trail. The Bluff Trail is an existing neighborhood trail, located on land owned by the City of Fresno (City). A 12-foot-wide paved connector trail would be constructed to provide access from the Bluff Trail to the trail extension near West Riverview Drive. A wide staircase with bicycle guides would be constructed from Spano Park to the proposed trail. The Spano Park access and Bluff Trail access would be constructed on the steep slope of the San Joaquin River Bluffs (bluffs).

The trail extension would be landscaped at intervals with native vegetation for habitat enhancement, visual screening, and shade. The landscaping would be irrigated until the vegetation is permanently established. Picnic areas, tables, benches, public safety and information signs, and wildlife observation areas would be provided along the trail extension at various locations. An ADA accessible vault restroom would be added near the toe of Spano Park.

Existing unimproved hiking paths to the riverbank would be connected to the trail extension. These paths would be widened up to 6 feet and overlaid with a permeable surface, such as decomposed gravel. These hiking paths would not be landscaped.

On completion, the project would provide low-impact public recreational activities along the San Joaquin River (River), such as hiking, bicycling, horse riding, fishing, and nature observation, consistent with the *San Joaquin River Parkway Master Plan* (San Joaquin River Conservancy 1997a) (Parkway Master Plan). A summary of the policies and goals of the Parkway Master Plan are found in Appendix B of this DEIR.

The project would cover approximately 8.9 acres—5.9 acres of paved, impermeable surface and 3.0 acres of unpaved, permeable surfaces (e.g., gravel) within approximately 358 acres of public lands. (See Figure 2-3, “Conceptual Design of Proposed Project,” in Chapter 2.)

### **1.3 Project Location**

The study area<sup>2</sup> is located along the River between SR 41 and Spano Park within the city limits of Fresno (Figure 2-1 in Chapter 2). The boundary extends from the River south to the bluffs and westward from SR 41 to Spano Park, near the intersection of Palm Avenue and Nees Avenue. The project area is sited within Sections 21, 28, and 29 of Township 12S, Range 20E, Mount Diablo Baseline and Meridian, Fresno North 7.5-minute series, U.S. Geological Survey (USGS) topographic quadrangle.

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<sup>2</sup> “Study area” and “project site” are interchanged throughout this document in context to the 358-acre project defined in the project description. The term “project area” is used when referring to the project site and the surrounding area.

The study area that is analyzed in this DEIR is approximately 358 acres and is located on the south side of the River. A majority of the land is owned by the State of California under the management jurisdiction of the Conservancy. Two parcels, owned by the City, are adjacent to Conservancy-owned land. Implementation of a portion of the project may occur on the city's parcels.

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

A residential subdivision is located on the bluffs, adjacent to the southern project boundary and on top of the bluffs approximately 60 feet above the project site. The subdivision is within the city limits of Fresno.

## **1.4 Project Objectives**

A primary, broad objective of the Conservancy is to link all public recreational areas and natural reserves between SR 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 planned San Joaquin River Parkway (Parkway), and to connect the multipurpose trail with other local and regional trails and bikeways originating in surrounding areas consistent with Parkway Master Plan policies. The objective of the proposed project is to extend the existing Eaton Trail from Woodward Park for about 2.4 miles downstream along the San Joaquin River across State-owned land and provide recreation amenities consistent with the Parkway Master Plan policies.

## **1.5 Potential Areas of Concern and Issues to be Resolved**

The State CEQA Guidelines require that an EIR provide a list of issues that are likely to raise controversy and are of particular interest to the public. The following issues are most likely to produce controversy in reviewing and considering the project:

- access to the study area from the Fresno side of the River;
- access to the study area via West Riverview Drive;
- access to the study area from the vicinity of Palm Avenue and Nees Avenue;
- public access and ADA compliance;
- trail access to the River;
- parking to support access to the project;
- location of the trail extension alignment;

- consistency with the *Fresno General Plan* (2014)<sup>3</sup>;
- risk of wildland fire extending to the bluffs' residential area;
- public safety (e.g., public nuisances, loitering, crime);
- air quality effects associated with the Perrin Avenue vehicular access;
- recreational amenities;
- support for specific alternatives; and
- wildlife conservation and viewing.

## 1.6 Summary of Impacts and Mitigation Measures

Table 1.6-1 (beginning on the next page) summarizes the impacts of the project (with impact conclusions of either No Impact, Less-than-Significant Impact, or Potentially Significant or Significant Impact) and mitigation measures that would be implemented to reduce these impacts.

## 1.7 Unavoidable Significant Environmental Effects

A project would result in unavoidable significant environmental effects if the impacts resulting from the project (both construction-related and operational impacts) would be significant and for which no feasible mitigation or only partial mitigation is feasible.<sup>4</sup> Approval and implementation of a project that involves unmitigable significant effects typically require a statement of overriding considerations by the lead agency.

As described in Chapter 3, "Affected Environment, Environmental Consequences, and Mitigation Measures," the proposed River West Fresno, Eaton Trail Extension Project would involve multiple potentially significant impacts. However, with the implementation of best management practices (BMPs) that have been incorporated into the project design (refer to Section ~~2.5.1~~ 2.5.2, "Best Management Practices") and with implementation of specific proposed mitigation measures where needed (e.g., for biological resources and aesthetic and visual resources), all potentially significant impacts associated with implementation of the project would be avoided and reduced to less-than-significant levels ~~with the exception of the following resource area presenting a potentially unavoidable significant impact:~~ Environmental Justice—Disadvantaged Communities, as described in Section 4.2.

<sup>3</sup> During preparation of this DEIR, the City of Fresno released the draft Fresno General Plan on July 2, 2014. The Fresno City Council approved the general plan on December 18, 2014 (City of Fresno 2014a).

<sup>4</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, California Environmental Quality Act Guidelines, Section 15126.2(b).

Table 1.6-1 Summary of Impacts and Mitigation Measures

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Aesthetics and Visual Resources</b>			
<b>Impact 3.2-1:</b> The project would have a substantial adverse effect on a scenic vista.	<b>Temporary Impact</b> Less than significant	<b>Temporary Impact</b> No mitigation is required.	
	<b>Long-Term Impact</b> Potentially significant	<b>Long-Term Impact</b> <b>Aesthetics and Visual Resources-1:</b> The Conservancy shall use native plants for landscaping portions of the trail extension to allow for naturalization of these features. Landscaping and recreation facilities shall be designed to create visual buffers and in a manner complementary and/or compatible with the scenic nature of the area. Newly landscaped vegetation shall be irrigated until permanently established. The Conservancy shall select materials and colors for all facilities (e.g., vault toilet restrooms) that and shall be compatible with the surrounding natural environment.	<b>Long-Term Impact</b> Less than significant
<b>Impact 3.2-2:</b> The project could substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a State scenic highway.	Less than significant	No mitigation is required.	
<b>Impact 3.2-3:</b> The project would substantially degrade the existing visual character or quality of the site and its surroundings.	<b>Temporary Impact</b> Less than significant	<b>Temporary Impact</b> No mitigation is required.	
	<b>Long-Term Impact</b> Potentially significant	<b>Long-Term Impact</b> <b>Aesthetics and Visual Resources-2:</b> The Conservancy shall implement Mitigation Measure Aesthetics and Visual Resources-1.	<b>Long-Term Impact</b> Less than significant
<b>Impact 3.2-4:</b> The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	<b>Temporary Impact</b> No impact		
	<b>Long-Term Impact</b> Potentially significant	<b>Long-Term Impact</b> <b>Aesthetics and Visual Resources-3:</b> The Conservancy shall implement the following measures regarding lighting design features: <ul style="list-style-type: none"> <li>• All outdoor lights shall be fully shielded with full cutoff luminaires.</li> <li>• All up-lighting for any purpose shall be avoided.</li> <li>• Tree-mounted lights shall be avoided unless they are fully shielded</li> </ul>	Less than significant

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		and pointing downward toward the ground or shining into dense foliage.	
<b>Agriculture and Forestry Resources</b>			
<b>Impact 3.3-1:</b> The project could convert Prime Farmland, Unique Farmland, of Farmland of Statewide Importance (Farmland) to nonagricultural use.	Less than significant	No mitigation is required.	
<b>Impact 3.3-2:</b> The project could conflict with existing agricultural zoning or a Williamson Act contract.	Less than significant	No mitigation is required.	
<b>Impact 3.3-3:</b> The project could conflict with existing zoning or cause rezoning of forestland.	No impact		
<b>Impact 3.3-4:</b> The project could cause the loss or conversion of forestland to nonforest use.	No impact		
<b>Impact 3.3-5:</b> The project could involve other changes that could result in conversion of farmland to nonagricultural use or timberland to nonforest use.	No impact		
<b>Air Quality</b>			
<b>Impact 3.4-1:</b> The project could conflict with or obstruct implementation of the applicable air quality plan.	Less than significant	No mitigation is required.	
<b>Impact 3.4-2:</b> The project could violate an air quality standard or could contribute substantially to an existing or projected air quality violation.	Less than significant	No mitigation is required.	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p><b>Impact 3.4-3:</b> The project could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.4-4:</b> The project could expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.4-5:</b> The project could create objectionable odors affecting a substantial number of people.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<b>Biological Resources</b>			
<p><b>Impact 3.5-1:</b> The project would have a substantial adverse effect on a species identified as a candidate, sensitive, or special-status species.</p>	<p><b>Special-Status Plant Species</b>                      Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-1 (Special-Status Plant Species):</b>                      Before any ground-disturbing activities, a qualified botanist shall conduct a botanical survey for California satintail and Sanford's arrowhead during their respective floristic periods (September to May and November to May). If it is determined that suitable habitat for special-status plants is present, the botanist shall conduct a focused survey for special-status plants during the appropriate time of the year to adequately identify special-status plants that could occur in the study area. The surveys shall be performed according to the <i>Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities</i> (DFG 2009). Surveys shall be performed before the final alignment has been established to avoid special-status plants, and if the species are present before the start of construction as well.</p> <p>One or more of the following measures shall be implemented to avoid and/or minimize impacts on sensitive natural communities and special-status plants as appropriate, per the botanist's recommendation:</p> <ul style="list-style-type: none"> <li>Flag or otherwise delineate in the field the special-status plant populations and/or sensitive natural communities to be protected.</li> </ul>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>Clearly mark all such areas to be avoided on construction plans and designate these areas as “no construction” zones.</p> <ul style="list-style-type: none"> <li>• Allow adequate buffers around plants or habitat; show the location of the buffer zone on the maintenance design drawings. Mark this exclusion zone in the field with stakes and/or flagging so that it is visible to maintenance personnel, without causing excessive disturbance of the sensitive habitat or population itself (e.g., from installation of fencing).</li> <li>• Time construction or other activities during dormant and/or noncritical life cycle period.</li> <li>• Limit the operation of construction equipment to established roads wherever possible.</li> </ul>	
	<p><b>Special-Status Wildlife Species— San Joaquin Kit Fox</b>                      Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-2 (San Joaquin Kit Fox):</b>                      The following measures are summarized from the USFWS <i>Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance</i> (USFWS 2011). These measures shall be implemented to reduce impacts on SJKF entering the area during construction:</p> <ul style="list-style-type: none"> <li>• An employee education program shall be conducted. The program shall consist of a brief presentation by a qualified wildlife biologist. The program shall include a description of the SJKF and its habitat needs; a report of SJKF occurrence in the project area; an explanation of the status of the species and its protection under the ESA; and a list of measures being taken to reduce impacts on the species during project construction. A fact sheet conveying this information shall be prepared for distribution to construction personnel.</li> <li>• A representative shall be appointed to be the contact for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program and his or her name and telephone number shall be provided to USFWS and CDFW.</li> </ul>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Project-related vehicles shall observe a daytime speed limit of 15 mph throughout the project site, except on State and federal highways; after dark, the speed limit shall be reduced to 10 mph. Off-road traffic outside of designated areas shall be prohibited.</li> <li>• Work at night shall not be allowed.</li> <li>• To prevent inadvertent entrapment of kit foxes or other animals during construction, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered with plywood or similar materials at the end of each work day. If the trenches cannot be closed, one or more escape ramps constructed of earthen fill or wooden planks shall be installed. Before such holes or trenches are filled, they shall be inspected for trapped animals.</li> <li>• All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until USFWS or CDFW has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.</li> <li>• Holes or trenches more than 8 feet deep shall be covered or fenced at the end of the day.</li> <li>• All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the project site.</li> <li>• Firearms shall not be allowed on the project site.</li> <li>• To prevent harassment, mortality of kit foxes, or destruction of dens, no pets shall be permitted on the project site.</li> <li>• Rodenticides and herbicides shall not be used on the project site except to control invasive plant species.</li> </ul>	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Upon completion of the project, all areas subject to temporary ground disturbance, including staging areas, temporary roads, and borrow sites, shall be recontoured if necessary and revegetated to promote restoration of the area to preproject conditions.</li> <li>• Any death, injury, or entrapment of SJKF shall be reported to USFWS and CDFW staff immediately. Written reports shall be submitted within 3 working days of the event.</li> </ul>	
	<p><b>Special-Status Wildlife Species— American Badger</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-3 (American Badger):</b> The Conservancy shall conduct a preconstruction survey no less than 14 days and no more than 30 days before the beginning of ground-disturbing activities. If active American badger den sites are present, the Conservancy shall consult with CDFW and implement the following measures:</p> <ul style="list-style-type: none"> <li>• The entrances to dens shall be blocked for 3–5 days to discourage use.</li> <li>• After the 3- to 5-day period, the dens shall be hand-excavated with a shovel to prevent reuse during construction.</li> <li>• No disturbance of active dens shall take place when cubs may be present and dependent on parent care.</li> </ul>	Less than significant
	<p><b>Special-Status Wildlife Species— Avian Species</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-4 (Avian Species):</b> If project-related construction must occur during the breeding season (February through mid-September), the Conservancy shall have surveys performed for active nests no more than 30 days before commencing project-related activities. The surveys shall be conducted by a qualified biologist. A minimum no-disturbance buffer of 250 feet shall be delineated around active nests until the breeding season has ended, a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, or the biologist determines that the nest is no longer active. The results of the preconstruction survey and any subsequent monitoring shall be provided to CDFW.</p>	Less than significant

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
	<p><b>Special-Status Wildlife Species— Avian Species</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-5 (Bald Eagle):</b>  Before initiating ground-disturbing activities, the Conservancy shall have preconstruction surveys performed for bald eagle nesting habitat and roost sites and foraging areas along the River within 2 miles of the project. Surveys shall be conducted in accordance with the CDFW <i>Bald Eagle Breeding Survey Instructions</i> (DFG 2010) or current guidance. If an active eagle’s nest is found within 0.5 mile of the project, construction shall not occur during the breeding season, typically January through July or August.</p> <p>If project-related construction must occur during the breeding season, the Conservancy shall have surveys performed for active nests no more than 30 days before commencing project-related activities. The surveys shall be conducted by a qualified biologist. A minimum no-disturbance buffer of 250 feet shall be delineated around active nests until the breeding season has ended, a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, or the biologist determines that the nest is no longer active. The results of the preconstruction survey and any subsequent monitoring shall be provided to CDFW.</p>	<p>Less than significant</p>
	<p><b>Special-Status Wildlife Species— Burrowing Owl</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-6 (Burrowing Owl):</b>  The Conservancy shall implement the following measures before initiating ground-disturbing activities:</p> <ul style="list-style-type: none"> <li>• Focused surveys shall be conducted following the survey methodology developed by the California Department of Fish and Game (now CDFW) <i>Staff Report on Burrowing Owl Mitigation</i> (DFG 2012).</li> <li>• If burrowing owls are found within the project footprint as a result of the required surveys, the recommendations of the <i>Staff Report on Burrowing Owl Mitigation</i> (DFG 2012) are mandatory; avoiding nesting sites must include implementation of no-disturbance buffer zones, unless a qualified biologist approved by CDFW verifies through noninvasive methods that either (1) the birds have not begun egg laying and incubation, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival.</li> </ul>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>If burrowing owls must be removed, passive relocation is required during the nonbreeding season. A burrowing owl relocation plan to be approved by CDFW shall be developed and implemented, including passive measures such as installing one-way doors in active burrows for up to 4 days, carefully excavating all active burrows after 4 days to ensure that no owls remain underground, and filling all burrows in the construction area to prevent owls from using them. Replacement of burrows with artificial burrows at a ratio of one burrow collapsed to one artificial burrow constructed (1:1) is required.</li> </ul>	
	<p><b>Special-Status Wildlife Species—Swainson’s Hawk</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-7 (Swainson’s Hawk):</b> The Conservancy shall implement the following measure before construction starts:</p> <ul style="list-style-type: none"> <li>To avoid impacts on Swainson’s hawks, no construction project shall occur between March 1 and August 31 unless a qualified biologist has performed nesting surveys following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (DFG 2000) before the start of project activities. Additional preproject surveys for active nests within a 0.5-mile radius of the project site shall be conducted by a qualified biologist no more than 10 days before the start of project activities and during the appropriate time of day to maximize detectability. A minimum no-disturbance buffer of 0.5 mile shall be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.</li> </ul>	Less than significant
	<p><b>Special-Status Wildlife Species—Raptors/Migratory Birds</b> Potentially significant</p>	<p><b>Mitigation Measure Biological Resources-8 (Raptors/Migratory Birds):</b> If construction begins between February 1 and August 31, the Conservancy shall conduct surveys for nesting birds within 1,000 feet of the trail extension, parking lot, and other construction areas. If active nests are found, a buffer of 250 feet shall be established. A smaller buffer area may be sufficient if, in consultation with CDFW, it is determined sufficient to avoid impacts. Buffers shall be maintained until the young have fledged or the nests become inactive.</p>	Less than significant

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
	<b>Special-Status Wildlife Species—Silvery Legless Lizard</b> Potentially significant	<b>Mitigation Measure Biological Resources-9 (Silvery Legless Lizard):</b> The Conservancy shall perform a survey for legless lizard presence and shall evaluate and map specific habitat areas within the riparian habitat along the unimproved hiking paths before construction. The survey shall use standard coverboard techniques for herpetofauna. If silvery legless lizard or specific habitat areas are found, the area shall be avoided.	Less than significant
	<b>Special-Status Fish Species—Chinook Salmon</b> No impact		
<b>Impact 3.5-2:</b> The project could have a substantial adverse effect on riparian habitat or other sensitive natural communities.	Less than significant	No mitigation is required.	
<b>Impact 3.5-3:</b> The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.	Less than significant	No mitigation is required.	
<b>Impact 3.5-4:</b> The project would interfere substantially with the movement of native resident or migratory fish or wildlife, or with established corridors.	Potentially significant	<b>Mitigation Measure Biological Resources-10 (Wildlife Movement):</b> The Conservancy shall implement the following measures: <ul style="list-style-type: none"> <li>• The multiuse trail shall be located outside the riparian corridor in conformance to the buffers established in the Parkway Master Plan.</li> <li>• All ground-disturbing work, including construction and routine maintenance, and routine recreational operating hours shall occur during daylight hours.</li> <li>• At a minimum, dogs shall be required to be leashed at all times.</li> </ul>	Less than significant
<b>Impact 3.5-5:</b> The project could conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p><b>Impact 3.5-6:</b> The project could conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.</p>	<p>No impact</p>		
<p>Cultural Resources</p>			
<p><b>Impact 3.6-1:</b> The project could cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.6-2:</b> The project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure Cultural Resources-1:</b>  The Conservancy shall perform Extended Phase I subsurface testing along the alignment of the trail extension to determine the boundary of site CA-FRE-980 and identify the presence of additional archaeological deposits. The testing shall be performed before the start of any construction.  The Conservancy shall ensure that all cultural resources identified shall be evaluated for eligibility for inclusion in the CRHR. All additional testing shall be performed by individuals who meet the United States Secretary of the Interior’s professional standards in archaeological history. If archaeological resources are determined to be eligible for the CRHR, and if the impacts of project construction and visitor use of the alignment render these resources as ineligible for the CRHR, the alignment shall be moved a minimum of 100 feet.</p> <p><b><u>Mitigation Measure Cultural Resources-2</u></b>  <u>After completing the cultural resources investigations as described in Mitigation Measure Cultural Resources-1, and prior to commencing grading, earth work, or other disturbance of native soil, the Conservancy shall retain and enter into a service contract with a qualified professional for monitoring. The cultural resources monitor shall provide monitoring for all initial ground disturbing activities and earth disturbance on portions of the project site that have not been mined for gravel, including clearing, grubbing, tree removal, grading, trenching, stockpiling materials, rock crushing, etc. The monitor shall have the authority to</u></p>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<u>temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The Conservancy shall provide an opportunity for an appropriate tribal monitor to also enter a service agreement to be on-site during these activities to supplement the project monitor's services for advisory purposes and to serve the tribe's interests.</u>	
<b>Impact 3.6-3:</b> The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less than significant	No mitigation is required.	
<b>Impact 3.6-4:</b> The project could disturb human remains, including those interred outside formal cemeteries.	Potentially significant	<b>Mitigation Measure Cultural Resources-23:</b> If human remains or bone of unknown origin is found during any future project construction in the planning, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission. The Native American Heritage Commission shall notify the person considered to be the most likely descendant. The most likely descendant shall work with the project applicant to develop a program for the reinternment of the human remains and any associated artifacts. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed.	Less than significant
<b>Geology and Soils</b>			
<b>Impact 3.7-1:</b> The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides.	Less than significant	No mitigation is required.	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p><b>Impact 3.7-2:</b> The project would result in substantial soil erosion or loss of topsoil.</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure Geology and Soils-1:</b>                      The Conservancy shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Grading plans and design shall be signed by a professional engineer and submitted for approval within a reasonable time frame before the start of construction.</li> <li>• Construction slopes and grading shall be designed to limit the potential for slope instability and minimize the potential for erosion during and after construction.</li> <li>• In developing grading and construction procedures, the stability of both temporary and permanent cut, fill, and otherwise affected slopes shall be analyzed and properly addressed.</li> <li>• Development of the project site shall comply with the then-most-recent California Building Standards Code design standards and performance thresholds for construction on steep slopes to avoid or minimize potential damage from erosion.</li> <li>• Where soft or loose soils are encountered during investigations, design, or project construction, appropriate measures shall be implemented to avoid, accommodate, replace, or improve such soils. Depending on site-specific conditions and permit requirements, these measures may include:                         <ul style="list-style-type: none"> <li>– locating construction facilities and operations away from areas of soft and loose soil;</li> <li>– overexcavating soft or loose soils and replacing them with engineered backfill materials;</li> <li>– increasing the density and strength of soft or loose soils through mechanical vibration and/or compaction;</li> <li>– installing material over construction access roads such as aggregate rock, steel plates, or timber mats; and</li> <li>– treating soft or loose soils in place with binding or cementing agents.</li> </ul> </li> <li>• At the beginning of each construction day, the proposed staircase and trail along the bluff slope shall be evaluated for slope stability by qualified construction staff.</li> </ul>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Fiber rolls shall be placed along the perimeter of the site to prevent sediment and construction-related debris and sediment from leaving the site.</li> <li>• Silt fences shall be placed downgradient of disturbed areas to slow runoff and sediment.</li> <li>• During construction, slopes affected by construction activities shall be monitored by qualified construction staff and maintained in a stable condition.</li> <li>• Construction activities likely to result in slope instability shall be suspended, as necessary, during and immediately following periods of heavy precipitation when unstable slopes are more susceptible to failure.</li> </ul>	
<p><b>Impact 3.7-3:</b> The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially could result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.7-4:</b> The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.7-5:</b> The project site could have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Greenhouse Gas Emissions</b>			
<b>Impact 3.8-1:</b> The project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant	No mitigation is required.	
<b>Impact 3.8-2:</b> The project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than significant	No mitigation is required.	
<b>Hazards and Hazardous Materials</b>			
<b>Impact 3.9-1:</b> The project could create a significant hazard to the public or the environment through routine transportation, use or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less than significant	No mitigation is required.	
<b>Impact 3.9-2:</b> The project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p><b>Impact 3.9-3:</b> The project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to the Government Code Section 65962.5, and therefore would create a significant hazard to the public or the environment.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.9-4:</b> The project could be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and the project could result in a safety hazard for people residing or working in the study area.</p>	<p>No impact</p>		
<p><b>Impact 3.9-5:</b> The project could be in the vicinity of a private airstrip, and thus, project implementation could result in a safety hazard for people residing or working in the study area.</p>	<p>No impact</p>		
<p><b>Impact 3.9-6:</b> The project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>No impact</p>		
<p><b>Impact 3.9-7:</b> The project would expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure Hazards and Hazardous Materials-1:</b>          Safe access for emergency and wildland fire suppression equipment and civilian evacuation shall be provided at three entrance points and throughout the site on the paved trail system. Response agency– approved emergency responder access locks shall be maintained on all gates.</p> <p><b>Mitigation Measure Hazards and Hazardous Materials-2:</b>          Signs shall be posted that clearly indicate entrances and egresses for the multiuse trail (e.g., Perrin Avenue entrance, West Riverview Drive entrance), to minimize delay in response times to any wildfires that may occur.</p>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p><b>Mitigation Measure Hazards and Hazardous Materials-3:</b>                      Any internal combustion engine that uses hydrocarbon fuels shall not be used on any grass- or brush-covered lands unless the engine is equipped with a spark arrester. All vehicles and construction equipment shall be equipped with an improved muffler.</p> <p><b>Mitigation Measure Hazards and Hazardous Materials-4:</b>                      Signage containing the following or equally effective language shall be placed at all trail access points:                      Wildland fires destroy habitat and can threaten lives and structures—be fire safe! The following prohibitions apply throughout the trail area:</p> <ul style="list-style-type: none"> <li>(a) No open fires, campfires, or fireworks.</li> <li>(b) No burning of any trash, vegetation, brush, stumps, logs, fallen timber, or any other flammable material.</li> <li>(c) Portable barbecues or grills may not be used.</li> <li>(d) No smoking.</li> </ul> <p><b>Mitigation Measure Hazards and Hazardous Materials-5:</b>                      The Conservancy shall maintain a fire-defensible firebreak or comply with the standards in the City of Fresno's weed abatement/fire prevention ordinance by annually disking or mowing at the site. The shoulders of developed trails shall also be mowed or disked no less often than annually. Ladder fuels and fuel loads shall be evaluated periodically and management measures such as trimming and fuel reduction activities shall be implemented in public use areas.</p> <p><b>Mitigation Measure Hazards and Hazardous Materials-6:</b>                      Before the start of construction, a fire prevention plan for construction activities shall be prepared and implemented in coordination with the appropriate emergency service and/or fire suppression agencies of the applicable local or State jurisdictions. The plan shall describe fire prevention and response methods, including fire precaution, requirements for spark arrestors on equipment, and suppression measures that are consistent with the policies and standards of the affected jurisdictions. If heavy equipment is used for construction during the dry season, a water truck shall be maintained on the construction site. Materials and equipment required to implement the fire prevention</p>	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		plan shall be available on-site. Before construction begins, all construction personnel shall be trained in fire safety and informed of the contents of the fire prevention plan.	
<b>Hydrology and Water Quality</b>			
<p><b>Impact 3.10-1:</b> The project would violate water quality standards or WDRs.</p>	Potentially significant	<p><b>Mitigation Measure Hydrology and Water Quality-1:</b>  Construction staging areas, including hazardous-material storage areas and temporary stockpiles, shall be located outside the 100-year floodplain and designated floodway and away from drainages. Appropriate BMPs shall be implemented to ensure that runoff from these areas does not directly flow to surface waters. Before construction begins, locations for storage of hazardous materials, temporary stockpiles, and demolition debris piles within staging areas shall be designated outside the 100-year floodplain and designated floodway and away from drainages. Major storage and stockpile areas shall be designated in the SWPPP, as required for NPDES General Permit coverage for construction. Stockpile areas shall be identified in the SWPPP and appropriate BMPs shall be installed accordingly. The mitigation shall be implemented before any ground disturbance and shall continue throughout construction, as conditions require.</p> <p><b>Mitigation Measure Hydrology and Water Quality-2:</b>  The project design shall include structural BMPs for project operation to reduce and treat postconstruction stormwater runoff from the proposed parking lot and other impervious features. The runoff shall be treated through the use of detention basins or other means before it reaches on-site surface waters, wetlands, and the River. The selected BMPs shall minimize the velocity of stormwater flows and disperse the flows to the extent practicable. The selected BMPs also shall serve to infiltrate, filter, store, evaporate, and detain runoff close to its source, and shall enhance on-site recharge of groundwater. The structural BMPs shall be designed in accordance with applicable local and State regulations. BMPs such as bioswales, surface sand, other media filters, vegetated filter strips, and detention basins may be implemented to treat, detain, and percolate stormwater runoff. The mitigation shall be implemented before project designs are finalized.</p>	Less than significant

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p><b>Mitigation Measure Hydrology and Water Quality-3:</b>  The proposed equestrian trails shall be sited, graded, and constructed consistent with Policy RDP11 of the Parkway Master Plan. The equestrian trail and staging area shall drain to detention swales, with no direct discharges to on-site waters or the River. Signage shall be posted, animal waste containers shall be provided, animal waste removal procedures shall be implemented, and the site shall be inspected periodically to determine the effectiveness of the measures. Vault toilets shall be cleaned daily and waste periodically trucked off-site for treatment.</p>	
<p><b>Impact 3.10-2:</b> The project could substantially deplete groundwater supplies or could interfere substantially with groundwater recharge so that a net deficit in aquifer volume or a lowering of the local groundwater table could occur.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	
<p><b>Impact 3.10-3:</b> The project would substantially alter existing drainage patterns, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.</p>	<p><b>Temporary Impact</b>  Less than significant</p> <p><b>Long-Term Impact</b>  Potentially significant</p>	<p><b>Mitigation Measure Hydrology and Water Quality-4:</b>  For improvements that require an encroachment permit and approval from the CVFPB, drainage and hydromodification studies shall be performed to evaluate and avoid modifications that would increase flooding in upstream or downstream areas, or that would cause obstructions during flood events. A professional civil engineer shall:</p> <ul style="list-style-type: none"> <li>• conduct a drainage and hydromodification study evaluating the location of all existing and proposed drainage features;</li> <li>• perform stormwater calculations for surface drainage flows occurring before and after project construction;</li> <li>• evaluate the potential for drainage and floodplain modifications to increase erosion on adjacent properties; and</li> <li>• determine the base flood elevation before and after construction, so that no net displacement of floodwaters shall occur.</li> </ul> <p>As necessary, the filling of floodplain or floodway areas below the base flood elevation shall be compensated for and balanced by excavation of a hydraulically equivalent area, taken from below the base flood elevation, to achieve no net increase in the base flood elevation greater</p>	<p>Less than significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
		<p>than 0.10 foot, as measured at the property lines of the parcels being developed. The Conservancy shall perform hydraulic studies in accordance with applicable floodplain management regulations, prepare an encroachment permit application, and obtain an encroachment permit before construction begins.</p> <p><b>Mitigation Measure Hydrology and Water Quality-5:</b>  Mitigation Measure Hydrology and Water Quality-2 shall be implemented as described above, to prevent and reduce potential alterations to drainage patterns that can result in erosion or siltation.</p>	
<p><b>Impact 3.10-4:</b> The project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>	<p><b>Temporary Impact</b>  Less than significant</p> <p><b>Long-Term Impact</b>  Potentially significant</p>	<p><b>Mitigation Measure Hydrology and Water Quality-6:</b>  Mitigation Measures Hydrology and Water Quality-2, Hydrology and Water Quality-4, and Hydrology and Water Quality-5 shall be implemented as described above.</p>	<p>Less than significant</p>
<p><b>Impact 3.10-5:</b> The project would create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or would provide substantial additional sources of polluted runoff.</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure Hydrology and Water Quality-7:</b>  Mitigation Measures Hydrology and Water Quality-1, Hydrology and Water Quality-2, and Hydrology and Water Quality-3 shall be implemented to reduce pollutants in runoff from project construction and postconstruction activities.</p>	<p>Less than significant</p>
<p><b>Impact 3.10-6:</b> The project would otherwise substantially degrade water quality.</p>	<p>Potentially significant</p>	<p><b>Mitigation Measure Hydrology and Water Quality-8:</b>  Mitigation Measures Hydrology and Water Quality-1, Hydrology and Water Quality-2, and Hydrology and Water Quality-3 shall be implemented to reduce project-related degradation of water quality.</p>	<p>Less than significant.</p>
<p><b>Impact 3.10-7:</b> The project could place housing within a 100-year floodplain hazard area as mapped on flood hazard delineation maps.</p>	<p>No impact</p>		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Impact 3.10-8:</b> The project would place structures within a 100-year flood hazard area that would impede or redirect flood flows.	Potentially significant	<b>Mitigation Measure Hydrology and Water Quality-9:</b> Mitigation Measure Hydrology and Water Quality-4 shall be implemented to reduce potential impacts from flood hazards.	Less than significant
<b>Impact 3.10-9:</b> The project could expose people or structures to a significant risk of loss, injury, or death involving flooding because of the failure of a levee or dam.	Less than significant	No mitigation is required.	
<b>Impact 3.10-10:</b> The project could cause inundation by seiche, tsunami, or mudflow.	<b>Seiche/Tsunami</b> No impact <b>Mudflow</b> Less than significant	No mitigation is required.	
<b>Land Use and Planning</b>			
<b>Impact 3.11-1:</b> The project could physically divide an established community.	No impact		
<b>Impact 3.11-2:</b> The project could conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation is required.	
<b>Impact 3.11-3:</b> The project could conflict with an applicable habitat conservation plan or natural community conservation plan.	No impact		
<b>Mineral Resources</b>			
<b>Impact 3.12-1:</b> The project could result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<p><b>Impact 3.12-2:</b> The project could result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.</p>	<p>No impact</p>		
<b>Noise</b>			
<p><b>Impact 3.13-1:</b> The project would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p><b>Temporary Impact</b> Potentially significant <b>Long-Term Impact</b> Less than significant</p>	<p><b>Mitigation Measure Noise-1:</b> The plans, specifications, and bid documents for each construction project shall include noise control measures to reduce noise impacts to the extent feasible. The measures shall include the following:</p> <ul style="list-style-type: none"> <li>• The project shall be designed to meet the City of Fresno’s standards for nonscheduled, intermittent, short-term operations of mobile construction equipment (e.g., backhoes, bulldozers, motor graders, and scrapers), and the noise standards for repetitively scheduled and relatively long-term constructions operations of stationary equipment (e.g., compressors and generators).</li> <li>• Muffled construction equipment shall be used whenever possible.</li> <li>• Impact noise associated with construction shall be minimized by using noise control techniques, procedures, and acoustically treated equipment. For example, when practical, bins used to transport excavated material, including rocks and debris, could be constructed of nonmetallic liner to reduce impact noise; similarly, dump trucks could have resilient bed liners installed to minimize impact noise.</li> <li>• Construction hours shall be restricted to meet City of Fresno standards, which restrict hours of construction to between 7 a.m. and 9 p.m., Monday through Saturday, and prohibit activity on Sundays and federal holidays.</li> </ul>	<p>Less than significant</p>
<p><b>Impact 3.13-2:</b> The project could result in exposure of persons or generation of excessive groundborne vibration or groundborne noise levels.</p>	<p><b>Temporary Impact</b> Less than significant <b>Long-Term Impact</b> No impact</p>	<p>No mitigation is required.</p>	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Impact 3.13-3:</b> The project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than significant	No mitigation is required.	
<b>Impact 3.13-4:</b> The project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than significant	No mitigation is required.	
<b>Impact 3.13-5:</b> The project could expose people residing or working in the study area to excessive noise levels because of having a project location within an airport land use plan, or where such a plan has not been adopted, being within 2 miles of a public airport or public use airport.	Less than significant	No mitigation is required.	
<b>Impact 3.13-6:</b> The project could expose people residing or working in the study area to excessive noise levels because it would be in the vicinity of a private airstrip.	No impact		
<b>Population and Housing</b>			
<b>Impact 3.14-1:</b> The project could induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	No impact		
<b>Impact 3.14-2:</b> The project could displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Impact 3.14-3:</b> The project could displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	No impact		
<b>Public Services</b>			
<b>Impact 3.15-1:</b> The project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.	No impact		
<b>Recreation</b>			
<b>Impact 3.16-1:</b> The project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than significant	No mitigation is required.	
<b>Impact 3.16-2:</b> The project could include recreational facilities or would require construction or expansion of recreational facilities that may have an adverse physical effect on the environment.	Less than significant	No mitigation is required.	

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Transportation</b>			
<b>Impact 3.17-1:</b> The project could conflict with an applicable plan, ordinance, or policy.	Less than significant	No mitigation is required.	
<b>Impact 3.17-2:</b> The project could conflict with an applicable congestion management program established by the county's congestion management agency for designated roads or highways.	Less than significant	No mitigation is required.	
<b>Impact 3.17-3:</b> The project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks.	No impact		
<b>Impact 3.17-4:</b> The project could substantially increase hazards because of a design feature or incompatible uses.	No impact		
<b>Impact 3.17-5:</b> The project could result in inadequate emergency access.	Less than significant	No mitigation is required.	
<b>Impact 3.17-6:</b> The project could conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise could decrease the performance or safety of such facilities.	No impact		
<b>Utilities and Service Systems</b>			
<b>Impact 3.18-1:</b> The project could exceed wastewater treatment requirements of the applicable RWQCB.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Impact 3.18-2:</b> The project could require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	No impact		
<b>Impact 3.18-3:</b> The project could require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No impact		
<b>Impact 3.18-4:</b> The project could have insufficient water supplies available to serve the project from existing entitlements and resources, and thus new or expanded entitlements could be needed.	Less than significant	No mitigation is required.	
<b>Impact 3.18-5:</b> The project could fail to result in a determination by the wastewater treatment provider that serves or may serve the project, stating it has adequate capacity to serve the project's projected demands in addition to the provider's existing commitments.	Less than significant	No mitigation is required.	
<b>Impact 3.18-6:</b> The project could be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than significant	No mitigation is required.	
<b>Impact 3.18-7:</b> The project could fail to comply with federal, State, or local statutes or regulations related to solid waste.	No impact		

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Cumulative Impacts</b>			
Aesthetic and Visual Resources	Less than significant	No mitigation is required.	
Agriculture and Forestry Resources	No impact		
Air Quality	Less than significant	No mitigation is required.	
Biological Resources	Less than significant	No mitigation is required.	
Cultural Resources	Less than significant	No mitigation is required.	
Geology and Soils	Less than significant	No mitigation is required.	
Greenhouse Gas Emissions	Less than significant	No mitigation is required.	
Hazardous Materials	Less than significant	No mitigation is required.	
Hydrology and Water Quality	Less than significant	No mitigation is required.	
Land Use and Planning	Less than significant	No mitigation is required.	
Mineral Resources	No impact		
Noise	Less than significant	No mitigation is required.	
Population and Housing	No impact		
Public Services	No impact		
Recreation	Less than significant	No mitigation is required.	
Transportation	Less than significant	No mitigation is required.	
Utilities and Service Systems	No impact		
<b>Environmental Justice Considerations—Disadvantaged Communities</b>			
<p><b>Impact 4.2-1:</b> Would the proposed project provide equal access to an outdoor natural recreational area along the San Joaquin River from the Fresno side of the River for residents of nearby disadvantaged communities, and more broadly, for residents of the city of Fresno and Madera County?  <u>Access to Parkway</u></p>	<p>Unavoidable significant impact on a nearby disadvantaged community or census tract  The project does not have the potential to result in a disproportionately high and adverse environmental effect</p>	<p>No feasible mitigation measures are available to reduce this impact is required.</p>	<p>Unavoidable and significant</p>

Impacts	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
	<p><u>on disadvantaged communities. The proposed project's single public access point may result in less availability of project benefits to disadvantaged communities that may access the project benefits by walking or bicycle.</u></p>		
<b>Growth-Inducing Impacts</b>			
The proposed project would not be growth inducing.	No impact		
<b>Energy</b>			
The proposed project would not generate an increase in demand for electricity and natural gas relative to existing or future electrical and natural gas consumption, and would not cause the inefficient, wasteful, or unnecessary consumption of energy.	Less than significant	No mitigation is required.	
<p>Notes: BMP = best management practice; CDFW = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; County = Fresno County; CRHR = California Register of Historical Resources; CVFPB = Central Valley Flood Protection Board; ESA = Endangered Species Act; Farmland = Prime Farmland, Unique Farmland, of Farmland of Statewide Importance; GHG = greenhouse gas; mph = miles per hour; NPDES = National Pollutant Discharge Elimination System; RWQCB = Regional Water Quality Control Board; SJKF = San Joaquin kit fox; SWPPP = storm water pollution prevention plan; USFWS = U.S. Fish and Wildlife Service; WDR = waste discharge requirement</p>			

## 1.8 Alternatives to the Project

### 1.8.1 Description of Alternatives

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable, potentially feasible alternatives to the project that can reasonably attain most of the identified project objectives, but reduce or avoid one or more of the project's significant impacts, and to evaluate the comparative merits of the alternatives (State CEQA Guidelines, Section 15126.6). In this DEIR, ~~five six~~ potentially feasible alternatives are presented that analyze a range of trail alignments and access. Each alternative includes some elements of the proposed project as described in Section 2.4, "Project Description."

**Alternative 1, "Added Parking,"** was developed ~~to address the potential impacts on air quality and vehicle miles traveled associated with the project,~~ to provide greater, more convenient vehicle access for residents of the Fresno metropolitan area, including providing equal access for disadvantaged communities or census tracts, and to provide more parking capacity. Alternative 1 is an additional on-site alternative that includes the project as described in Section 2.4, "Project Description," and would provide an additional public entrance at Riverview Drive and parking area near the midpoint of the trail. See Figure 5-1 in Chapter 5.

**Alternative 2, "Bluff Trail Alignment,"** was developed to reduce the circuitous ~~proposed trail~~ alignment of the ~~proposed trail~~ and ~~may to reduce~~ potential impacts on the riparian habitat and disturbance to nearby residents on the floodplain. Alternative 2 includes the same project improvements as the proposed project, but the trail alignment is closer to the base of the bluffs. See Figure 5-2 in Chapter 5.

**Alternative 3, "River's Edge Trail Alignment,"** was developed to provide multiuse trail access close to the River and to possibly reduce the potential effects of wildland fires on the residences located on the bluffs. Alternative 3 includes the same project improvements as the proposed project, but the trail alignment in the western portion of the site follows the riverbank. A bridge or crossing is required for a breach in the riverbank. See Figure 5-3 in Chapter 5.

**Alternative 4, "No Parking,"** was developed to address the potential significant effects of parking at the project site, including noise, vehicle traffic, and safety. Alternative 4 would include the trail extension, but would not provide a parking area on-site. See Figure 5-4 in Chapter 5.

**Alternative 5, "Palm and Nees Access,"** was developed ~~to address the potential impacts on air quality and vehicle miles traveled associated with the project,~~ to provide greater, more convenient vehicle access for residents of the Fresno metropolitan area, including providing equal access for disadvantaged communities; and to provide more parking capacity. In accordance with the State CEQA Guidelines (Section 15126.6[f][2]), Alternative 5 is an added, off-site alternative and includes the project as described

in Section 2.4, "Project Description." Alternative 5 would provide an additional entrance proceeding from the intersection of Palm and Nees avenues to an additional parking area located to the west of the project study area. See Figure 5-5 in Chapter 5.

Alternative 5B, "North Palm Avenue Access," an alternative route that was initially eliminated from further examination during the initial DEIR process, was subsequently proposed for further study by the City of Fresno, a responsible agency under CEQA. After initial development of the DEIR, new information was developed by the City and became available regarding the potential feasibility of this alternative. The Conservancy decided these changed circumstances warranted further examination of Alternative 5B as an additional potentially feasible alternative. Alternative 5B was developed to provide greater, more convenient vehicle access for Fresno metropolitan area residents, including increasing opportunities for equal access for disadvantaged communities, and to provide more parking capacity. In accordance with the State CEQA Guidelines (Section 15126.6(f)(2)), Alternative 5B is an added off-site alternative and includes the project as described in Section 2.4, "Project Description." Alternative 5B would provide an additional entrance proceeding from North Palm Avenue through Spano Park with a new access road descending the bluff, and an additional parking area located to the west of the project study area. See Figure 5-13 in Chapter 5.

**Alternative 6, the No Project Alternative**, is included in accordance with Section 15126.6(e)(3)(B) of the State CEQA Guidelines. Analysis of this alternative considers the effects under which the project would not proceed, and no trail extension, parking, or recreational amenities would be constructed.

### **1.8.2 Comparison of Alternatives to the Project**

The impacts of Alternative 2, the Bluff Trail alignment, would be the same as the impacts of the proposed Project, and would be less than significant. Alternatives 1, 3, 4, ~~and 5, and 5B~~ would each incorporate additional mitigation specific to that alternative, as summarized below. ~~All mitigation measures associated with Alternatives 1, 4, and 5 would reduce the impacts to less than significant for the reasons stated.~~ However, as explained below, ~~one impact of Alternative 1 and Alternative 3 would be an~~ **unavoidable significant** impacts despite mitigation.

Alternative 1 would result in a significant and unavoidable impact related to transportation and is not consistent with policies of the City of Fresno General Plan. Alternatives 3, 5, and 5B would require additional mitigation measures to reduce impacts to less than significant. Alternative 3 also conflicts with the Parkway Master Plan policies related to protecting the River's riparian corridor, while Alternative 5B conflicts with policies of the City's Bluff Protection Ordinance. Therefore, these alternatives would not be environmentally superior compared to the proposed project. Alternative 4, the No Parking Alternative, would minimize potential impacts by eliminating the parking area, at the expense of consistency with policies of the Parkway Master Plan that encourage parking to support visitor activity. Alternatives 3 and 4

would result in unavoidable significant cumulative impacts. Alternatives 1, 5, and 5B could improve access to the River for disadvantaged communities by creating an additional convenient vehicular access point from surface streets that would not require traveling north on SR 41 to reach the Perrin Avenue parking lot, as would be required by the proposed project. Each alternative is compared with the proposed project separately below.

- **Alternative 1, Added Parking:** This alternative would incorporate the following additional mitigation measure:
  - Mitigation Measure Alt. 1–Traffic-1, if implemented, would reduce the impact of Alternative 1 related to access to the West Riverview Drive entrance and potential for accidents at the Audubon Drive/Del Mar Avenue intersection ~~to less than significant, because the Conservancy would share with the City on a proportionate basis the cost of installing either a traffic signal or other effective traffic control, such as a traffic roundabout.~~ This mitigation measure requires approval and action by the City of Fresno, and the Conservancy cannot guarantee that these improvements would be implemented because they would be controlled by another agency. Therefore, this impact would be significant and unavoidable. If the Conservancy wanted to adopt this alternative, it would be required to adopt a statement of overriding considerations in accordance with State CEQA Guidelines Section 15093, unless this alternative was conditioned such that construction of a vehicle access point at West Riverview Drive was timed to coincide with installation of the intersection improvements.

This alternative would likely help reduce barriers to access for disadvantaged communities compared to the proposed project by creating an additional convenient vehicular access point from surface streets at West Riverview Drive that would not require traveling north on SR 41.

- **Alternative 2, Bluff Trail Alignment:** This alternative would result in impacts similar to those of the proposed project and does not require any additional mitigation measures.

This alternative would not improve limited access to the River for disadvantaged communities compared to the proposed project.

- **Alternative 3, River’s Edge Trail:** This alternative would incorporate the following additional mitigation measures to address inconsistencies with policies of the Parkway Master Plan related to setbacks from resources along the River:
  - Mitigation Measure Alt. 3–Biological Resources-11 would reduce the impact of Alternative 3 related to wildlife corridors and riparian habitat to **less than significant** because riparian habitat would be avoided to the extent possible during construction, and trees that are removed would be replaced as required by regulatory permits.

- *Mitigation Measure Alt. 3–Biological Resources-12* is proposed to reduce the impact of Alternative 3 related to a conflict with the policies of the Parkway Master Plan to protect the riparian corridor. However, the narrow berm around the O Pond makes infeasible the setback required by this mitigation measure, which is intended to meet the policies and buffer established in the Parkway Master Plan. Thus, the impacts of Alternative 3 related to ~~a~~conflicts with policies and ordinances designed to avoid impacts on natural resources (Impact 3.5-5 and Impact 3.11-2, respectively) would be ~~an~~ **unavoidable significant** impacts.
- *Mitigation Measure Alt. 3–Hydrology and Water Quality-10* would reduce the temporary impact of Alternative 3 on water quality to **less than significant** because compliance with the NPDES program would ensure stormwater pollutants would not substantially degrade water quality.

Similar to the proposed project, many impacts associated with Alternative 3 could be avoided or reduced through application of BMPs and implementation of mitigation. Under Alternative 3, biological resources in the River could be exposed to physical impacts including noise, increased vehicle emissions, debris, and light/glare. When viewed in combination with increased human activity along the River corridor proposed by the draft *Fresno Parks Master Plan*, Alternative 3 may have an incremental effect that is cumulatively considerable. Thus, cumulative impacts of this alternative would be **significant and unavoidable**.

This alternative would not improve limited access to the River for disadvantaged communities compared to the proposed project.

- **Alternative 4, No Parking:** This alternative would incorporate the following additional mitigation measure:
  - *Mitigation Measure Alt. 4–Recreation-1* would reduce the impact of Alternative 4 related to a lack of Americans with Disabilities Act (ADA)–compliant accessible parking ~~to less than significant~~ because the Conservancy would provide ADA-compliant accessible parking spaces and passenger loading spaces ~~and would provide access to the trail and recreational amenities via~~ at the Perrin Avenue entrance; however, because adequate on-site parking is a policy in the Parkway Master Plan, and general users traveling by motor vehicle to the trail extension would also require parking, this impact would be **significant and unavoidable**.

This inconsistency with Parkway Master Plan policies related to providing parking sufficient for the desired usage level during peak hours may lead to neighborhood disruption associated with the noise and traffic generated by trail users seeking parking along residential streets. Users of the newly constructed trail segment would seek to park on neighboring streets or in commercial

lots, which could create conflicts with residents and businesses competing for parking space. Alternative 4's incremental contribution would be cumulatively considerable, and a **significant unavoidable impact**.

Compared to the proposed project, this alternative would reduce access to the project for disadvantaged communities by limiting access to the trail network from surface roadways near the project site.

- **Alternative 5, Palm and Nees Access:** This alternative would incorporate the following additional mitigation measures:
  - Mitigation Measures ~~Alt. 5 Hazards and Hazardous Materials 7, Hazards and Hazardous Materials 8 and Hazards and Hazardous Materials 9~~ Alt. 5 Hazards and Hazardous Materials-1, and Alt. 5 Hazards and Hazardous Materials-2 would reduce the impact of Alternative 5 related to human health and environmental hazards from construction at the former Kepco Pinedale Landfill to **less than significant**, because (1) any necessary remedial activities would occur before the start of earthmoving activities; (2) a worker health and safety plan would be implemented should contaminated soil or groundwater be encountered; and (3) a postclosure land use plan approved by regulatory agencies would be implemented before the Conservancy's acquisition of the land and construction of the project.
  - Mitigation Measure Alt. 5-Hydrology and Water Quality-3a would reduce the temporary impact of Alternative 5 on water quality associated with the former Kepco Pinedale Landfill to **less than significant** because (1) any necessary remedial activities would occur before the start of earthmoving activities; (2) a worker health and safety plan would be implemented should any contaminated soil or groundwater be encountered; and (3) a postclosure land use plan approved by regulatory agencies would be implemented.

This alternative would likely help reduce barriers to access compared to the proposed project by creating an additional convenient vehicular access point from surface streets near the intersection of Palm and Nees avenues that would not require traveling north on SR 41. To implement Alternative 5B, additional property and easement rights would need to be acquired by a public agency from willing landowners and at mutually agreeable terms.

- **Alternative 5B, North Palm Avenue Access:** This alternative would incorporate the following additional mitigation measures:
  - Mitigation Measures Alt. 5B—Hazards and Hazardous Materials-1 and Alt. 5B—Hazards and Hazardous Materials-2 would reduce the potential impact related to human health and environmental hazards from construction at the former Kepco Pinedale Landfill to

less than significant because any necessary remedial activities would occur before the property was acquired for public use; a worker health and safety plan would be implemented should contaminated soil or groundwater be encountered; and a postclosure land use plan approved by regulatory agencies would be implemented.

- Mitigation Measure Alt. 5B–Hydrology and Water Quality-1 would reduce the potential temporary impact on water quality associated with the former landfills to **less than significant** because a postclosure land use plan approved by regulatory agencies would be implemented to remediate any hazards before the start of earthmoving activities, and a worker health and safety plan would be implemented should any contaminated soil or groundwater be encountered.
- Mitigation Measure Alt. 5B–Land Use-1 would reduce the land use impact of Alternative 5B to **less than significant** because the Conservancy would not construct the access road or stairway on the bluff until a variance from the requirements is obtained from the City. The Conservancy would also prepare the required geology and soils report to document that construction of the facility would not destabilize the slope face.

This alternative would likely help reduce barriers to access compared to the proposed project by creating an additional convenient vehicular access point from surface streets at North Palm Avenue that would not require traveling north on SR 41. To implement Alternative 5B, additional property and easement rights would need to be acquired by a public agency from willing landowners and at mutually agreeable terms.