



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING

ALAN WEAVER

DIRECTOR

Planning Commission Staff Report Agenda Item No. 4 August 22, 2013

SUBJECT: Initial Study Application No. 6689

LOCATION: County-wide

APPLICANT: Fresno County Department of Public Works and
Planning, Design Division

STAFF CONTACT: John Robertson, Senior Engineer
(559) 600-4527

RECOMMENDATION:

- Recommend adoption of the Negative Declaration (Initial Study Application No. 6689) prepared for revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan (Plan) to the Board of Supervisors; and
- Recommend adoption of the draft Fresno County Regional Bicycle and Recreational Trails Master Plan to the Board of Supervisors (Revised Plan); and
- Direct the Secretary to prepare a Resolution documenting the Commission's action to be forwarded as a recommendation to the Board of Supervisors.

IMPACTS ON JOB CREATION:

The Commission's action will not have any substantial impact on job creation. It is assumed that implementation of the Revised Plan and future construction of bikeways and recreational trails will provide for jobs and procurement of construction material in the local area.

REVISED EXHIBITS:

The following Exhibits have been revised or added as indicated to include the Lost Lake Pedestrian Nature Trail and the Fancher Creek Bridle Trail:

Revised Figure 6, Class I Bike Path (Exhibit 1)

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Revised Figure 9, Conceptual Recreational Equestrian and Hiking Trails (Exhibit 2)

Added Figure 9A, Lost Lake Trail Conceptual Layout (Exhibit 3)

Added Figure 9B, Fancher Creek Bridle Trail Conceptual Layout (Exhibit 4)

Added Figure 10, Recreational Trails, Hiking/Pedestrian/Equestrian/Off-Road Cyclists (Exhibit 5)

Revised Table V, Completed Projects 2005-2012 Class II – Bicycle Lanes (Exhibit 6)

Revised Table VII, Other Recreational Trail Candidate Projects (Exhibit 7)

ENVIRONMENTAL ANALYSIS:

Initial Study (IS) Application No. 6689 was prepared for the project in conformance with the provisions of the California Environmental Quality Act (CEQA). Based on the IS, staff has determined that a Negative Declaration is appropriate to present to the County of Fresno Board of Supervisors for approval.

A summary of the Initial Study is included as Exhibit 8.

Notice of Intent of Negative Declaration publication date: June 14, 2013.

PROCEDURAL CONSIDERATIONS:

Adoption of the Revised Plan is an act that requires action by the Board of Supervisors. A decision by the Planning Commission in support or denial of adoption of the Revised Plan is an advisory action and requires a majority vote of its total membership. The Planning Commission's recommendation of approval or denial is forwarded to the Board of Supervisors for final action.

PUBLIC NOTICE:

On June 14, 2013, a Notice of Intent (NOI) to adopt a Negative Declaration for the IS prepared for the Revised Plan was published in the Fresno Business Journal. The NOI announced a public comment period from June 14, 2013 to July 15, 2013, a Planning Commission hearing date of August 22, 2013 and a Board of Supervisors hearing date of September 24, 2013. The Notice of Completion IS Environmental Checklist and Evaluation of Environmental Impacts were also sent to the State Clearinghouse for a 30-day comment period on June 14, 2013.

Copies of the NOI, IS Environmental Checklist, and Evaluation of Environmental Impacts were also sent electronically to government agencies and interested stakeholders on June 12, 2013.

Electronic copies of the Revised Plan and related environmental documents were posted on the County of Fresno website. Copies of the IS Environmental Checklist, Evaluation of Environmental Impacts, and the Draft Revised Plan were available for review at the Fresno County Department of Public Works and Planning, Development Services Division.

I. PROJECT DESCRIPTION:

The project consists of revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. These two trails will be included in the next scheduled update of the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan. The conceptual Lost Lake Pedestrian Nature Trail is planned to be a minimum of four feet (4') in width and a maximum of ten feet (10') in width and is located within Lost Lake Park, generally along the San Joaquin River (see Exhibit 3). Portions of the Lost Lake Pedestrian Nature Trail will be Americans with Disability Act (ADA) accessible. The Fancher Creek Bridle Trail is an existing trail that runs along the east side of Fancher Creek from Kings Canyon Road to California Avenue (see Exhibit 4). The rehabilitated Fancher Creek Bridle Trail will be a non-paved recreational trail.

The Revised Plan provides the framework for future development of the County's bicycle, pedestrian and recreational trails network and will make the County eligible for local, state, and federal funding for bicycle and/or recreational trail projects. The Revised Plan is intended to guide and influence bikeway, pedestrian and recreational trail policies, as well as programs and development standards within the County of Fresno to provide a safer, more comfortable, convenient, and enjoyable environment for all bicyclists, trail users and pedestrians.

Further implementation of specific projects and programs contained in the Revised Plan may require project specific environmental documentation under CEQA at the time the project is considered. The project is County-wide.

II. REVISED PLAN DEVELOPMENT:

Regional Bike and Trail Committee Meetings:

The Regional Bike and Trail Committee met on January 15, 2013 to discuss proposed changes to the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan. The Committee agreed to proceed with revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. A meeting was also held with the Sunnyside Property Owners Association (SPOA) to discuss design standards for the rehabilitation of the existing Fancher Creek Bridle Trail.

III. PROPOSED REGIONAL BICYCLE AND RECREATIONAL TRAILS MASTER PLAN:

The Revised Plan implements General Plan policy promoting development and adoption of Regional Bicycle and Recreational Trails Master Plans (see Exhibit 9.)

Financing:

In 2006, the voters of Fresno County extended the Measure "C" Sales Tax Transportation Fund for an additional 20 years. The 2006 Measure "C" Sales Tax Transportation Fund is designed to improve each individual city's and the County's local transportation systems. Measure "C" provides local transportation systems funding through a Local Allocation Subprogram and its five allocation funds including: the Street Maintenance/Rehabilitation Category, the (ADA)

Compliance Category, a Flexible Funding Category, a Pedestrian/Trails Subprogram, and a Bicycle Facilities Subprogram.

Approximately \$72,000.00 of the annual Measure “C” Sales Tax Transportation Funds received by Fresno County is earmarked for Urban Pedestrian Trails and \$175,000.00 for Rural Pedestrian Trails.

Implementation:

The County of Fresno, Department of Public Works and Planning is responsible for implementing the Revised Plan. Various components of implementation include planning for the design, right-of-way, and construction of proposed bicycle/recreational trails improvements.

By adopting the Lost Lake Pedestrian and the Fancher Creek Bridle Trails into the Revised Plan, they will become eligible for funding through the Measure “C” program for pedestrian (urban and rural) trail facilities and for any other funding that may become available.

The Department of Public Works and Planning will periodically review the Revised Plan, and update the Revised Plan on an as-needed basis.

IV. ANALYSIS:

General Plan Consistency:

The Revised Plan has been developed to implement the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan (See Exhibit 9), which includes Goals and Policies to accommodate all modes of transportation through a balanced system of streets, highways, bikeways, pedestrian and recreational trail systems, public transportation and airports.

General Plan Goals and Policies Related to Bikeways/Recreation Trails:

The Transportation and Circulation and Open Space and Conservation Elements of the General Plan are intended to guide development of the County’s transportation system including bikeway and recreation trails in a manner that is consistent with the Agriculture and Land Use Element and other Elements of the General Plan (See Exhibit 9).

Zoning Ordinance Consistency:

The Revised Plan is consistent with the Fresno County Zoning Ordinance. There are no zoning changes to the Fresno County Zoning Ordinance since no zone change of any parcel is proposed by this Plan.

V. PLANNING COMMISSION RECOMMENDED ACTION:

Recommended Motion (Approval Action)

- Move to recommend adoption of the Negative Declaration (Initial Study Application No. 6689) prepared for the revised Fresno County Regional Bicycle and Recreational Trails Master Plan to the Board of Supervisors; and

- Move to recommend adoption of the revised Fresno County Regional Bicycle and Recreational Trails Master Plan to the Board of Supervisors; and
- Direct the Secretary to prepare a Resolution documenting the Commission's action.

Alternative Motion (Denial Action)

- Move to determine that a Negative Declaration is not appropriate for the revised Fresno County Regional Bicycle and Recreational Trails Master Plan and that potentially significant environmental impacts resulting from the implementation of the Plan have not been addressed; and
- Move to deny adoption of the revised Fresno County Regional Bicycle and Recreational Trails Master Plan; and
- Direct the Secretary to prepare a Resolution documenting the Commission's denial.

JR:ce;jem:cwm
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EXHIBIT 1

Revised FIGURE 6

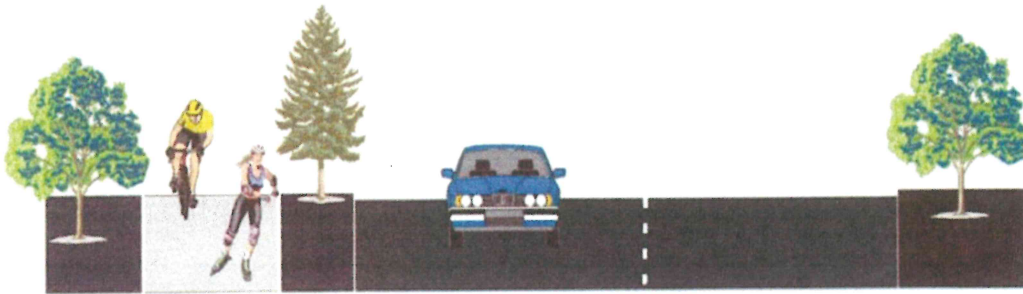
CLASS I

Bike Path

- Exclusive right-of-way
- Pathway is completely separated from the roadway
- Typically located along rivers and streams, canal banks, RR corridors, and green belts, et cetera.
- Should be continuous in at least 1/2 mile segments where feasible.
- Where possible, shade trees should be placed to address the afternoon sun in the summer.



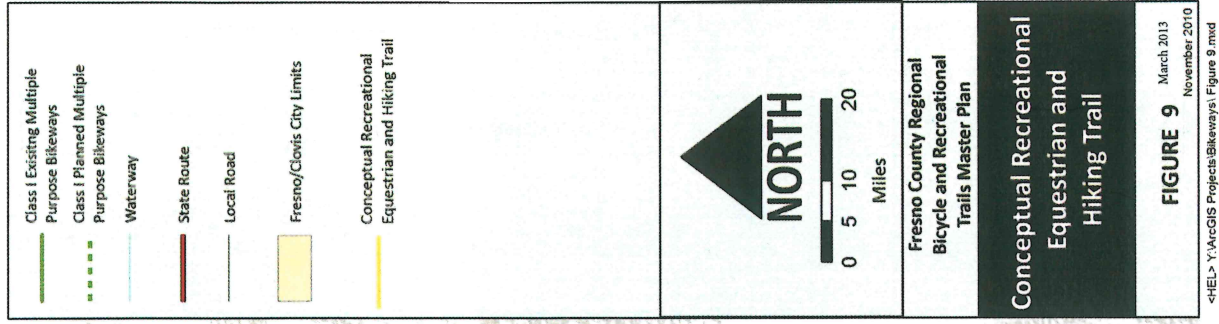
R44A Bike Path Sign



Standards

- The minimum paved width for a two-way bike path shall be 8 feet. A minimum 2 foot wide graded area shall be provided adjacent to the pavement.
- The slope of the pathway should be 2% to provide adequate drainage.
- The grade should be at 2% to allow for all types of riders; the maximum grade is 5%.
- A minimum 2 foot horizontal clearance to obstructions shall be provided adjacent to the pavement.
- The vertical clearance to obstruction across the clear width of the path shall be a minimum of 8 feet.
- A dashed 4 inch yellow centerline stripe may be used to separate opposing directions of travel on paved/multi-purpose paths.
- A R44A sign may be used to mark the path.
- The minimum design speed for bike paths shall be 25 mph dependent on the expected use and type of terrain.

EXHIBIT 2



Lost Lake Trail
See Conceptual
Layout Figure 9A

See City Plans
For Recreational
Trail Locations

Fancher Creek
Bridle Trail See
Conceptual Layout
Figure 9B

EXHIBIT 3

FIGURE 9A
LOST LAKE PEDESTRIAN NATURE TRAIL
CONCEPTUAL LAYOUT

 = CONCEPTUAL RECREATIONAL
PEDESTRIAN NATURE TRAIL

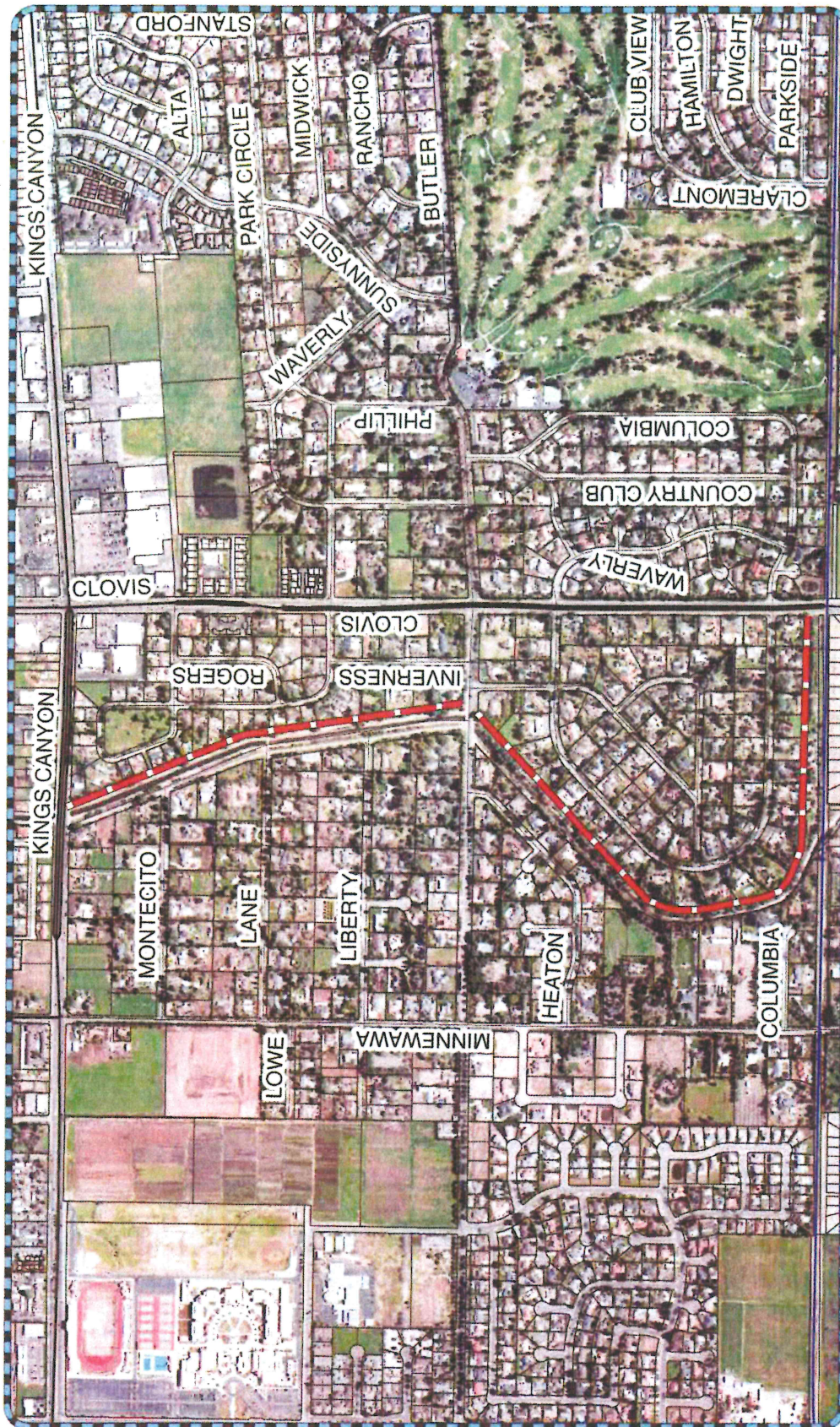


0 0.15 0.3 Miles

EXHIBIT 4

FIGURE 9B
FANCHER CREEK BRIDLE TRAIL
CONCEPTUAL LAYOUT

 = CONCEPTUAL RECREATIONAL
EQUESTRIAN AND HIKING TRAIL



0 0.15 0.3 Miles



FIGURE 10

Recreational Trails

Hiking/Pedestrian/Equestrian/Off-Road Cyclists

- Exclusive right-of-way.
- Trail completely separated from the roadway.
- Typically located along rivers, streams, canal banks, RR corridors, and green belts etc.
- Where possible, shade trees should be placed to address the afternoon sun in the summer.
- Generally unpaved multipurpose facilities suitable for recreational use by hikers, pedestrians, equestrians, and off road bicyclists.
- To help horses not be surprised by an off-road bicyclist, good visibility should be provided at all points on equestrian paths.

Standards

- Depending on the type of recreational trail, (Hiking/Pedestrian/Equestrian/Off-Road Cyclists), the trail width shall vary from 2 to 10 feet with 2 feet clearance on either side.
- The cross slope of the trail should be 2% to provide adequate drainage.
- A minimum 2 foot horizontal clearance to obstructions shall be provided adjacent to the pathway.
- The vertical clearance to obstructions across the clear width of the path shall be a minimum of 10 feet for equestrian uses in urban areas and 8 feet for all other uses or in rural areas.

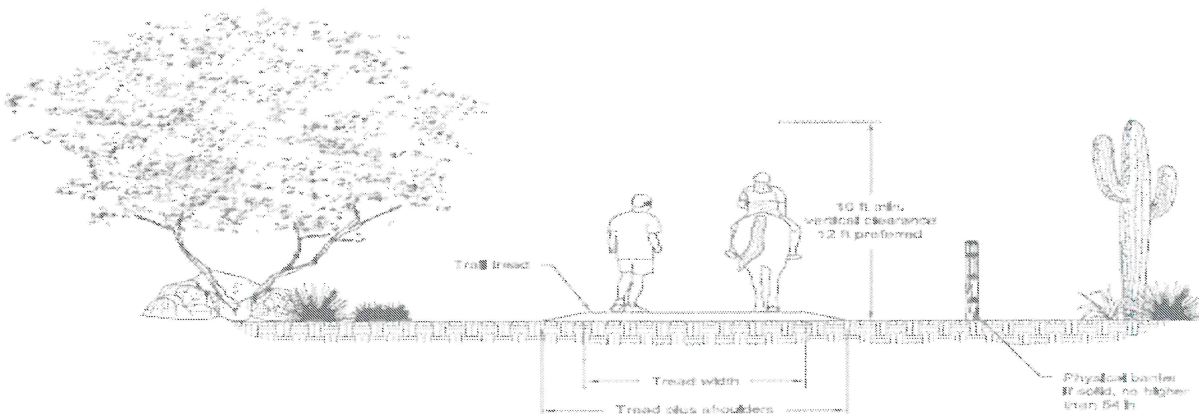


EXHIBIT 6

TABLE V
COMPLETED PROJECTS 2005-2012
Class II - Bicycle Lanes

Project/Street	Begin	End	Length (Miles)	Description of Improvements	Estimated Cost	Status
Copper Ave.	Auberry Rd.	Minnewawa Ave.	0.25	Widen road for Class II bike Lanes	\$98,777	Complete 2011/12
Academy Ave.	Mt. View Ave	S/O Manning Ave	3.58	Rebuild 2-lane Road with Class II bike lanes	*	Complete 2011/12
Friant Rd.	Granite Ave.	North Fork Road	0.43	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	\$58,000	Complete 2009/10
Friant Rd.	0.59 Miles South of Lost Lake	Granite Ave.	0.86	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	\$100,000	Complete 2008/09
Academy Ave.	Manning Ave	North Ave	6.30	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	*	Complete 2008/09
Academy Ave.	California Ave	State Route 180	0.97	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	*	Complete 2007/08
Academy Ave.	Barstow Align.	State Route 168	4.00	Rebuild 2-lane Road with Class II bike lanes	*	Complete 2007/08
Friant Rd.	0.95 Miles North of Willow Ave.	0.59 Miles South of Lost Lake	2.88	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	\$350,000	Complete 2007/08
Friant Rd.	0.589 Miles North of Old Friant Rd.	0.95 Miles North of Willow Ave.	3.02	Rebuild 2-lane road into 4-lane divided road with Class II Bike Lanes	\$310,000	Complete 2006/07
Auberry Rd.	Mile Post (MP) 2.3	Mile Post (MP) 4.2	1.90	Widened road & added Class II bike lanes	\$1,013,600	Complete 2005/06

*Cost of bike lanes included in overall construction cost of the project.

EXHIBIT 7

TABLE VII
OTHER RECREATIONAL TRAIL
CANDIDATE PROJECTS

Project/Street	Begin	End	Length (Miles)	Jurisdiction
San Joaquin River Trail	Millerton Lake	Near Redinger Lake	35.00	County
Lost Lake Pedestrian Nature Trail	Lost Lake Park	Lost Lake Park	1.00	County
Fancher Creek Bridle Trail	Kings Canyon Road	California Drive	1.25	County



EXHIBIT 8

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
ALAN WEAVER, DIRECTOR

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that Fresno County intends to adopt a Negative Declaration for the following project:

Initial Study Application No. 6689 consists of revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. These two trails will be included in the next scheduled update of the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan. The conceptual Lost Lake Pedestrian Nature Trail is planned to be minimum of four feet in width and a maximum of ten feet in width and is located within Lost Lake Park, generally along the San Joaquin River (see Exhibit 2). Portions of the Lost Lake Pedestrian Nature Trail will be ADA accessible. The Fancher Creek Bridle Trail is an existing trail that runs along the east side of Fancher Creek from Kings Canyon Road Drive to California Avenue (see Exhibit 3). The rehabilitated Fancher Creek Bridle Trail will be a non-paved recreational trail. The Revised Plan provides the framework for future development of the County's bicycle, pedestrian and recreational trails network and will make the County eligible for local, state, and federal funding for bicycle and/or recreational trail projects. The Revised Plan is intended to guide and influence bikeway, pedestrian and recreational trail policies, as well as programs and development standards within the County of Fresno to provide a safer, more comfortable, convenient, and enjoyable environment for all bicyclists, trail users and pedestrians. Further implementation of specific projects and programs contained in the Revised Plan may require project specific environmental documentation under the California Environmental Quality Act at the time the project is considered. The project is County-wide.

On August 22, 2013, at 8:45 a.m., or as soon thereafter as possible, a Planning Commission Hearing will be held in Room 301, Hall of Records, Tulare & "M" Streets, Fresno, CA to consider the proposal. A Board of Supervisors Hearing will be held to consider adopting the proposed Negative Declaration on September 24, 2013. The public review period during which Fresno County will receive written comments on the proposed project and Negative Declaration will begin on June 14, 2013 and will end on July 15, 2013. All written comments received during this time period will be considered.

You may review the Initial Study and Negative Declaration prepared for this project and the Draft Fresno County Regional Bicycle and Recreational Trails Master Plan on the County of Fresno's website home page <http://www.co.fresno.ca.us/DepartmentPage.aspx?id=37187>. Submit written comments by mail to the address below or via email to: bsholars@co.fresno.ca.us.

Fresno County Department of Public Works and Planning, Development Services Division,
Attn: Briza Sholars, 2220 Tulare Street, 6th Floor, Fresno, CA 93721

The Initial Study and Negative Declaration and the Draft Fresno County Regional Bicycle and Recreational Trails Master Plan can also be viewed in person at the address shown above in Suite 'A' from: 9:00 a.m. to 5:00 p.m., Monday thru Friday, except holidays.

For questions, email Briza Sholars at bsholars@co.fresno.ca.us or call (559) 600-4207..

Published: June 14, 2013

DEVELOPMENT SERVICES DIVISION

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County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
ALAN WEAVER, DIRECTOR

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project title:

Fresno County Regional Bicycle and Recreational Trails Master Plan, Initial Study Application No. 6689

2. Lead agency name and address:

*Fresno County Department of Public Works and Planning
Development Services Division
2220 Tulare Street, 6th Floor, Fresno, CA 93721-2104*

3. Contact person and phone number:

Briza Sholars, (559) 600-4207

4. Project location:

County-wide

5. Project Applicant's name and address:

*Fresno County Department of Public Works and Planning, Design Division
2220 Tulare Street, 6th Floor
Fresno, CA 93721-2104*

6. General Plan designation:

County-wide. The Fresno County Regional Bicycle and Recreational Trails Master Plan encompasses a variety of locations within the County of Fresno with various General Plan Land Use designations such as: Agriculture, Westside/Eastside Rangeland, Public Lands/Open Space, Foothill/Rural/Mountain Residential, Low/Medium/Medium-High Density Residential, Neighborhood/Office/Community/Central Business/Regional/Highway/Service/Special Commercial, Limited/General Industrial, Public Facilities, Mountain Urban, Rural Settlement Area, Planned Rural Community, and Planned Urban Village.

7. Zoning:

County-wide. The Fresno County Regional Bicycle and Recreational Trails Master Plan encompasses a variety of locations within the County of Fresno with various Zoning District designations such as: Exclusive Agriculture (AE), Resource Conservation (R-C), Rural Residential (R-R), Single-Family Residential (R-1, A, A, E, EH, B, C), Low Density Multiple-Family Residential (R-2, A), Medium Density Multiple-Family Residential (R-3, A), High Density Multiple-Family Residential (R-4), Neighborhood Shopping Center (C-1), Residential and Professional Office (R-P), Community Shopping Center (C-2), Central Trading (C-4), Regional Shopping Center (C-3), General Commercial (C-6), Commercial and Light Manufacturing (C-M), Light Manufacturing (M-1), General Industrial (M-2), Heavy Industrial (M-3), Limited Agriculture (AL), Rural Settlement (RS), and Planned Village (P-V).

DEVELOPMENT SERVICES DIVISION

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

This is a County-wide project. The proposed project consists of revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. These two trails will be included in the next scheduled update of the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan. The conceptual Lost Lake Pedestrian Nature Trail is planned to be minimum of four feet in width and a maximum of ten feet in width and is located within Lost Lake Park, generally along the San Joaquin River (see Exhibit 2). Portions of the Lost Lake Pedestrian Nature Trail will be ADA accessible. The Fancher Creek Bridle Trail is an existing trail that runs along the east side of Fancher Creek from Kings Canyon Road Drive to California Avenue (see Exhibit 3). The rehabilitated Fancher Creek Bridle Trail will be a non-paved recreational trail. The Revised Plan provides the framework for future development of the County's bicycle, pedestrian and recreational trails network and will make the County eligible for local, state, and federal funding for bicycle and/or recreational trail projects. The Revised Plan is intended to guide and influence bikeway, pedestrian and recreational trail policies, as well as programs and development standards within the County of Fresno to provide a safer, more comfortable, convenient, and enjoyable environment for all bicyclists, trail users and pedestrians. Further implementation of specific projects and programs contained in the Revised Plan may require project specific environmental documentation under the California Environmental Quality Act at the time the project is considered.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Fresno County is bordered by Merced and Madera Counties to the north, Kings and Tulare Counties to the south, Mono and Inyo Counties to the east, and San Benito and Monterey Counties to the west. The City of Fresno is the County Seat and houses the largest population within Fresno County.

The Valley Floor of Fresno County which is generally located between Interstate 5 (I-5) on the west to the Friant/Kern Canal on the east, is relatively flat, and laced with canals and waterways. County areas east of the Friant/Kern Canal rise in elevation through the foothills to the Sierra Nevada mountain areas covered with reservoirs, lakes, streams, and forests. West of I-5, rolling hills abound at the foot of the California Coastal Mountain range.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | <input type="checkbox"/> Greenhouse Gas Emissions |

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT:

On the basis of this initial evaluation:

- ☒ I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the Mitigation Measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required
- ☐ I find that as a result of the proposed project, no new effects could occur, or new Mitigation Measures would be required that have not been addressed within the scope of a previous Environmental Impact Report.


PERFORMED BY:



Briza Sholars, Planner

Date: June 7, 2013

REVIEWED BY:



Chris Motta, Principal Planner

Date: 6/10/13

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM (Initial Study Application No. 6689) (Fresno County Regional Bicycle and Recreational Trails Master Plan)

The following checklist is used to determine if the proposed project could potentially have a significant effect on the environment. Explanations and information regarding each question follow the checklist.

1 = No Impact

2 = Less Than Significant Impact

3 = Less Than Significant Impact with Mitigation Incorporated

4 = Potentially Significant Impact

I. AESTHETICS

Would the project:

- 1 a) Have a substantial adverse effect on a scenic vista?
- 1 b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 1 c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- 1 d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

II. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:

- 2 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
- 2 b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?
- 1 c) Conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production?
- 2 d) Result in the loss of forest land or conversion of forest land to non-forest use?
- 2 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

III. AIR QUALITY

Would the project:

- 2 a) Conflict with or obstruct implementation of the applicable Air Quality Plan?
- 2 b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- 2 c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- 2 d) Expose sensitive receptors to substantial pollutant concentrations?
- 2 e) Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

- 2 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 2 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 2 c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 2 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- 2 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

V. CULTURAL RESOURCES

Would the project:

- 1 a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 15064.5?
- 1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?
- 1 c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?
- 1 d) Disturb any human remains, including those interred outside of formal cemeteries?

VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 - 1 ii) Strong seismic ground shaking?
 - 1 iii) Seismic-related ground failure, including liquefaction?
 - 1 iv) Landslides?
- 1 b) Result in substantial soil erosion or loss of topsoil?
- 1 c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- 1 d) 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?
- 1 e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- 1 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 1 b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 1 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 1 b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- 1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- 2 e) For a project located within an Airport Land Use Plan or where such a Plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- 2 f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- 1 g) Impair implementation of or physically interfere with an adopted Emergency Response Plan or Emergency Evacuation Plan?
- 1 h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IX. HYDROLOGY AND WATER QUALITY

Would the project:

- 2 a) Violate any water quality standards of waste discharge requirements?
- 2 b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- 2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- 2 d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- 2 e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- 2 f) Otherwise substantially degrade water quality?
- 2 g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

- 2 h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- 2 i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

- 2 j) Inundation by seiche, tsunami, or mudflow?

X. LAND USE AND PLANNING

Would the project:

- 1 a) Physically divide an established community?
- 1 b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, local coastal program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- 1 c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?

XI. MINERAL RESOURCES

Would the project:

- 1 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- 1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?

XII. NOISE

Would the project:

- 1 a) Expose 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?
- 1 b) Expose of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- 1 c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- 1 d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 1 e) Expose people residing or working in the project area to excessive noise levels for a project located within an Airport Land Use Plan or, where such a Plan has not been adopted, within two miles of a public airport or public use airport?
- 1 f) Expose people residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip?

XIII. POPULATION AND HOUSING

Would the project:

- 1 a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- 1 b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- 1 c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

XIV. PUBLIC SERVICES

Would the project:

- 1 a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant

environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- 1 i) Fire protection?
- 1 ii) Police protection?
- 1 iii) Schools?
- 1 iv) Parks?
- 1 v) Other public facilities?

XV. RECREATION

Would the project:

- 1 a) 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?
- 1 b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVI. TRANSPORTATION / TRAFFIC

Would the project:

- 1 a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- 1 b) Conflict with an applicable Congestion Management Program including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?
- 1 c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks?
- 1 d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 e) Result in inadequate emergency access?
- 1 f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Documents Referenced:

This Initial Study is referenced by the documents listed below. These documents are available for public review at the County of Fresno, Department of Public Works and Planning, Development Services Division, 2220 Tulare Street, Suite "A", Fresno, California (corner of Tulare and "M" Streets).

Previously Adopted Fresno County Regional Bicycle and Trails Master Plan
Fresno County General Plan, Policy Document and Final Environmental Impact Report (EIR)
Fresno County Zoning Ordinance
California Vehicle Code
California Natural Diversity Database (CNDDDB), State Department of Fish and Game
Important Farmland 2000 Map, State Department of Conservation

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 1 a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 1 b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 2 c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 2 d) Have sufficient water supplies available to service the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 1 e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 1 f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- 1 g) Comply with federal, state, and local statutes and regulations related to solid waste?

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 2 a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 1 b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- 1 c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
ALAN WEAVER, DIRECTOR

EVALUATION OF ENVIRONMENTAL IMPACTS

APPLICANT: Fresno County Department of Public Works and Planning, Design Division

APPLICATION NO: Initial Study Application No. 6689
Fresno County Regional Bicycle and Recreational Trails
Master Plan - Revised

DESCRIPTION: This is a County-wide project. The proposed project consists of revising the adopted Fresno County Regional Bicycle and Recreational Trails Master Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. These two trails will be included in the next scheduled update of the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan. The conceptual Lost Lake Pedestrian Nature Trail is planned to be minimum of four feet in width and a maximum of ten feet in width and is located within Lost Lake Park, generally along the San Joaquin River (see Exhibit 2). Portions of the Lost Lake Pedestrian Nature Trail will be ADA accessible. The Fancher Creek Bridle Trail is an existing trail that runs along the east side of Fancher Creek from Kings Canyon Road Drive to California Avenue (see Exhibit 3). The rehabilitated Fancher Creek Bridle Trail will be a non-paved recreational trail. The Revised Plan provides the framework for future development of the County's bicycle, pedestrian and recreational trails network and will make the County eligible for local, state, and federal funding for bicycle and/or recreational trail projects. The Revised Plan is intended to guide and influence bikeway, pedestrian and recreational trail policies, as well as programs and development standards within the County of Fresno to provide a safer, more comfortable, convenient, and enjoyable environment for all bicyclists, trail users and pedestrians. Further implementation of specific projects and programs contained in the Revised Plan may require project specific environmental documentation under the California Environmental Quality Act at the time the project is considered.

I. AESTHETICS

- A. Would the project have a substantial adverse effect on a scenic vista; or
- B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or
- C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings; or
- D. Would the project create a new source of substantial light or glare which would adversely affect day or night-time views in the area?

DEVELOPMENT SERVICES DIVISION

2220 Tulare Street, Sixth Floor / Fresno, CA
Equal Employment Opportunity

Exhibit 8 – Page 8

497 / 600-4022 / 600-4540 / FAX 600-4200
• Disabled Employer

FINDING: NO IMPACT:

The proposal does not include any site specific designs that would enable an assessment of potential aesthetic impacts and individual bikeways and trails will undergo an aesthetic impact review at the time of implementation.

II. AGRICULTURAL AND FORESTRY RESOURCES

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of State-wide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use; or

B. Would the project conflict with existing agricultural zoning or Williamson Act Contracts?

FINDING: LESS THAN SIGNIFICANT IMPACT:

Some of the bikeways and trails listed in the proposal are located adjacent to farmland that may be restricted by Williamson Act Contracts. However, the conflict with farmland is limited to non-agricultural use for road or bikeway right-of-way acquisition and site specific bikeway/trail designs will be evaluated as individual bikeways and trails are implemented.

C. Would the project conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production?

FINDING: NO IMPACT:

The proposed bikeways/trails listed in the Revised Plan are located along roadways, railway alignments, canals, aqueducts, and in rural areas designated for Agriculture that are unlikely to conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production. Proposed bikeways/trails will be reviewed regarding zoning conflicts as they are funded and scheduled for construction.

D. Would the project result in the loss of forest land or conversion of forest land to non-forest use; or

E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The Fresno County Department of Agriculture previously reviewed the proposal and provided comments dated September 24, 2010. Comments were also previously received from the Fresno County Farm Bureau and the Nisei Farmers League on October 8, 2010.

The Department of Agriculture, Fresno County Farm Bureau and the Nisei Farmers League stated concerns regarding the hazard and liability of exposing bicyclists to aerial and ground applications of pesticides and herbicides however the location of these trails are primarily within urbanized and recreational areas.

As per the California Vehicle Code (CVC 21200), bicycles are legal vehicles and have all the rights and responsibilities of motor vehicle drivers, whether or not the roadway is designated as a bike lane.

III. AIR QUALITY

- A. Would the project conflict with or obstruct implementation of the applicable Air Quality Plan; or
- B. Would the project violate any air quality standard or contribute to an existing or projected air quality violation; or
- C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or
- D. Would the project expose sensitive receptors to substantial pollutant concentrations; or
- E. Would the project create objectionable odors affecting a substantial number of people?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has reviewed the proposal and provided comments dated September 21, 2011 and previously on September 16, 2010.

The SJVAPCD has no comments at this time on the revised project. The SJVAPCD previously stated that an accurate quantification of health risks and operational emissions requires detailed site specific information. It is only during implementation and construction that specific bikeway projects may have a significant adverse impact on air quality and be subject to Regulation VII (Fugitive PM 10 Prohibitions), Rule 2010 (Permits Required), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). No comments have been received from federal, State, Fresno County Department of Public Health or city jurisdictions regarding any potential Air Quality Plan conflicts.

The Revised Plan is intended to promote bicycling as a viable alternative to private automobiles, which would reduce the reliance on vehicles and the number of vehicle miles traveled within the County of Fresno. This in turn would tend to reduce the amount of air pollution caused by internal combustion engine emissions. To the extent such reduction is achieved, future projects would reduce air pollution emissions.

IV. BIOLOGICAL RESOURCES

- A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS); or

- B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS; or
- C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or
- D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The San Joaquin River Trail is located along the San Joaquin River with primarily mountainous terrain, grassland and trees. The conceptual Lost Lake Pedestrian Nature Trail is planned to be minimum of four feet in width and a maximum of ten feet in width and is located within Lost Lake Park, generally along the San Joaquin River (see Exhibit 2). Portions of the Lost Lake Pedestrian Nature Trail will be ADA accessible.

No comments were received from CDFG or USFWS on the revised project. CDFG and USFWS reviewed the original proposal and provided comments dated September 27, 2010. The CDFG and USFWS recommended that the County retain a qualified Biologist to conduct Biological Surveys. However, both agencies accepted an individual case-by-case review of specific future bikeway or trail projects, as they are implemented, to evaluate potential biological impacts.

- E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The Fresno County General Plan provides policies to protect native vegetation resources including those on public and private land. Per Policy OS-F.11, the County promotes the preservation and management of Oak Woodlands by encouraging landowners to adhere to the Fresno County Oak Management Guidelines as amended. As specific Bikeway or trail projects are proposed, they will be evaluated for potential impacts to the County's Oak Woodlands Management Guidelines.

- F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local regional, or State Habitat Conservation Plan?

FINDING: NO IMPACT:

The Revised Plan is consistent with the Fresno County General Plan and no comments have been received from State resource agencies, local jurisdictions, conservation districts or local resource agencies regarding any potential ordinance or plan conflicts.

V. CULTURAL RESOURCES

- A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5; or
- B. Would the project cause of substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5; or
- C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- D. Would the project disturb any human remains, including those interred outside of formal cemeteries?

FINDING: NO IMPACT:

County development standards require notification of the Coroner's Office in the event human remains are discovered during individual project implementation and construction. No comments have been received from the Native American Heritage Commission or tribal agencies regarding any potential conflicts. Comments were received May 2, 2013 from Historic Landmarks stating that the revisions to the project will not affect any historic properties in the area. A condition of approval has been added for future construction of bikeway and trail projects to halt until the correct authorities are contacted, if any archaeological remains are found.

VI. GEOLOGY AND SOILS

- A. Would the project expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?

FINDING: NO IMPACT:

The Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist, shows the Ortigalita Peak fault in the northwest corner of Fresno County near the Merced and San Benito County lines, and the Alcalde Hills fault northwest of the City of Coalinga. None of the proposed bikeways/trails shown in the Plan appear directly on or adjacent to either fault.

Bikeway/trail projects will be evaluated on an individual basis at the time of implementation and construction regarding the exposure of people or structures to adverse seismic effects.

- B. Would the project result in substantial erosion or loss of topsoil; or

- C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or
- D. Would the project 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?

FINDING: NO IMPACT:

The United States Department of Agriculture's (USDA) Soil Conservation Service Data shows a western quadrant of Fresno County generally located between Interstate 5 (I-5) and the City of San Joaquin, and from the Merced County line to the Kings County line, as low density soil which is subject to erosion, loss of topsoil, lateral spreading, subsidence, liquefaction, collapse, or expansive soil.

Bikeway/trail projects will be evaluated and built to County grading and development standards, on an individual basis, at the time of implementation and construction.

- E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

FINDING: NO IMPACT:

The proposal does not advance the use of septic tanks or systems where sewers are not available.

VII. GREENHOUSE GAS EMISSIONS

- A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

(See Section III, Air Quality, regarding comments from the San Joaquin Valley Air Pollution Control District.)

FINDING: NO IMPACT:

The Revised Plan is consistent with the Fresno County General Plan and no comments have been received from federal, State, or city jurisdictions regarding any potential Greenhouse Gas Emissions Plan, policy or regulation conflicts. It is only during implementation and construction that specific bikeway/trail projects may have a significant adverse impact on greenhouse gas emissions and be subject to review and regulation.

The Revised Plan promotes bicycling as an alternative to using private automobiles for transportation. Increased bicycle usage should reduce the number of vehicle miles traveled within the County of Fresno. The reduction in vehicle use should reduce the amount of greenhouse gas emissions in the area.

VIII. HAZARDS AND HAZARDOUS MATERIALS

- A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or
- C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or
- D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

FINDING: NO IMPACT:

The proposal does not advance the use of hazardous materials and no comments were received from the Fresno County Department of Public Health.

- E. For a project located within an Airport Land Use Plan or where such a Plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area; or
- F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

FINDING: LESS THAN SIGNIFICANT IMPACT:

No comments were received from the Council of Fresno County Governments (COG) regarding airport conflicts with bikeways/trails proposed within the Revised Plan. The Airport Land Use Commission (ALUC) will be notified regarding bikeways/trails located within an Airport Land Use Plan or within two miles of a public airport or public use airport on an individual basis at the time of implementation and construction.

- G. Would the project impair implementation of or physically interfere with an adopted Emergency Response Plan or Emergency Evacuation Plan; or
- H. Would the project 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?

FINDING: NO IMPACT:

The Revised Plan is consistent with the Fresno County General Plan and no comments have been received from the Fresno County Office of Emergency Services, the Fresno County Fire Protection District or the North Central Fire Protection District. The proposal does not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

IX. HYDROLOGY AND WATER QUALITY

- A. Would the project violate any water quality standards or waste discharge requirements; or
- D. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); or
- C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or
- D. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or
- E. Would the project create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The U.S. Environmental Protection Agency provided comments dated October 4, 2011 stating that the project will not adversely affect the Fresno County Aquifer. The Fresno Metropolitan Flood Control District (FMFCD) has reviewed the proposal and provided comments dated September 22, 2011, and previously September 30, 2010.

The FMFCD stated concerns regarding work near streams and permanent drainage service and compliance with State and federal requirements. The FMFCD will be notified regarding bikeways/trails within the FMFCD boundaries at the time of implementation. Bikeway and trail projects will be required to adhere to County, State, and federal water quality and Drainage Permits, standards, and policies at implementation.

- F. Would the project otherwise substantially degrade water quality; or
- G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; or
- H. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows; or
- I. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- J. Would the project inundation by seiche, tsunami or mudflow?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The California State Lands Commission has reviewed the proposal and previously provided comments dated September 16, 2010.

The California State Lands Commission had concerns regarding the proposed bikeways crossing or proposing new construction over rivers and streams. Some of the proposed bikeways do cross rivers and streams, but only on existing roadway crossings. The Revised Plan does not propose constructing any new bikeway/trail crossings over rivers, lakes or streams.

No comments were received from the County's Development Engineering Unit, California Regional Water Quality Control Board, the Bureau of Reclamation, Department of Conservation, California State Reclamation Board, Central Valley Flood Protection Board, or the various irrigation districts located within the County of Fresno. The proposed bikeways/trails within the Revised Plan will be reviewed on an individual basis at the time of implementation and will be required to adhere to mandatory construction practices contained in the Grading and Drainage Sections of the Fresno County Ordinance Code.

X. LAND USE AND PLANNING

- A. Would the project physically divide an established community; or
- B. Would the project conflict with any applicable Land Use Plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, local coastal program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- C. Would the project conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?

FINDING: NO IMPACT:

The Revised Plan is consistent with the Fresno County General Plan and implements policies of the Bicycle Facilities Section of the Transportation and Circulation Element, and the Recreational Trails Section of the Open Space and Conservation Element. No comments have been received from State conservation agencies, local jurisdictions, conservation districts or local resource conservation agencies regarding any potential plan conflicts.

XI. MINERAL RESOURCES

- A. Would the project 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; or
- B. Would the project 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?

FINDING: NO IMPACT:

The nature of the proposal does not involve mineral extraction. The Revised Plan is consistent with the Fresno County General Plan and implements policies of the Bicycle Facilities Section of the Transportation and Circulation Element, and the Recreational Trails Section of the Open Space and Conservation Element. No comments have been received from the Department of Conservation, State Geologist, or local jurisdictions regarding any potential mineral resource or General Plan or Specific Plan conflicts.

XII. NOISE

- A. Would the project result in the 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; or
- B. Would the project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise level; or
- E. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- D. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- E. Would the project expose people residing or working in the project area to excessive noise levels for a project located within an Airport Land Use Plan or, where such a Plan has not been adopted, within two miles of a public airport or public use airport; or
- F. Would the project expose people residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip?

FINDING: NO IMPACT:

It is only during implementation and construction that specific bikeway/trail projects may generate noise impacts and be subject to regulation. According to the Public Health Department, construction noise related to roadway improvements or new construction is exempt from the Noise Ordinance as long as construction activities do not take place before 6:00 a.m. or after 9:00 p.m. Monday thru Friday or before 7:00 a.m. or after 5:00 p.m. on Saturdays and Sundays.

XIII. POPULATION AND HOUSING

- A. Would the project 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); or
- B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

FINDING: NO IMPACT:

The proposal will not cause or induce substantial population growth or displace existing housing or people and the proposed bikeways will serve the local population in the areas where they are developed.

XIV. PUBLIC SERVICES

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

FINDING: NO IMPACT:

The need for fire and police protection services will not be increased or altered with this proposal and the proposal will not result in significant physical impacts associated with the provision of new public services related to fire protection, police protection, schools, parks or other public facilities. No comments were received from the Fresno County Fire Protection District, the North Central Fire Protection District, the Fresno County Sheriff's Office or the California Highway Patrol.

The Revised Plan provides a comprehensive long-range view for the development of an extensive regional bikeway network that connects cities and unincorporated areas County-wide. The bikeways/trails proposed in the Revised Plan provide an alternative mode of transportation for area residents to travel to and from public facilities.

XV. RECREATION

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

FINDING: NO IMPACT:

The proposal does not impact recreational facilities. The bikeways/trails proposed in the Revised Plan provide an alternative mode of recreation and transportation for area residents to travel to and from recreational facilities.

The proposal consists of revising the adopted Fresno County Regional Master Bicycle Plan to include the Lost Lake Pedestrian Nature Trail, and the Fancher Creek Bridle Trail, an existing recreation/equestrian trail. These two trails will be included in the next scheduled update of the Transportation and Circulation and Open Space and Conservation Elements of the October 2000 Fresno County General Plan.

The Department of Parks and Recreation (California State Parks) reviewed the proposal and provided a no comment dated September 26, 2011. Also contact was made with the San Joaquin River Trail Council in September and October of 2011 and no comments were provided. Comments were received May 8, 2013 from the San Joaquin River Conservancy that they support the Lost Lake Pedestrian Nature Trail's inclusion in the revised Fresno County Regional Master Bicycle Plan.

A meeting with the Sunnyside Property Owner's Association (SPOA) was held April 25, 2013 to discuss the rehabilitation of the Fancher Creek Bridal Trail. Additionally they provided comments May 13, 2013 that are supportive of a rehabilitated non-paved recreational trail however they would like to be included in the secondary CEQA process regarding construction and design standards for the trail. As such, a note has been included for future coordination with interested parties.

XVI. TRANSPORTATION/TRAFFIC

- A. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; or
- B. Would the project conflict with an applicable Congestion Management Program including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?

FINDING: NO IMPACT:

The proposal is consistent with the General Plan and does not conflict with any Congestion Management Program. The proposal should assist with traffic congestion when bikeways are built and the public increases its uses of bicycles as an alternative form of transportation. Caltrans reviewed the project and provided a no comment dated September 20, 2011.

- C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks?

FINDING: NO IMPACT:

The proposal will not change air traffic patterns.

- D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

FINDING: NO IMPACT:

The proposal does not include any site specific designs that would enable an assessment of potential design feature impacts and individual bikeways will be reviewed for design hazards at the time of implementation. Goals of the Revised Plan include safe bikeway routes/trails and the collision avoidance with motor vehicles.

E. Would the project result in inadequate emergency access; or

F. Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

FINDING: NO IMPACT:

The Revised Plan is consistent with the Fresno County General Plan. The Fresno County Office of Emergency Services, the California Highway Patrol, the Fresno County Sheriff's Department, the Fresno County Fire Protection District and the North Central Fire Protection District did not express concerns related to emergency access. No comments were received from any of the County's 15 cities regarding conflict between the proposed Bicycle and Recreational Trails Master Plan and any of their city adopted policies, plans or program regarding transit, bicycle or pedestrian facilities.

Unincorporated areas and cities County-wide are connected by an extensive regional bikeway/trails network described in the Revised Plan. The bikeways/trails proposed in the Revised Plan provide an alternative mode of transportation for area residents, and when implemented, a planned enhancement of transit, bicycle, and pedestrian facilities.

XVII. UTILITIES AND SERVICE SYSTEMS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; or

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

FINDING: NO IMPACT:

The proposal does not advance the use of water or wastewater treatment systems and no comments were received from the California Regional Water Quality Control Board.

C. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or

D. Would the project have sufficient water supplies available to service the project from existing entitlements and resources, or are new or expanded entitlements needed?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The proposal does not impact drainage facilities or water supplies. It is only during implementation and construction that individual bikeway/trail projects will be assessed and evaluated on potential impacts to a drainage facility or water supplies. Comments were not received from the County's Development Engineering Unit, the California Regional Water Quality Control Board, California Water Resources Board, the California State Reclamation Board, the Bureau of Reclamation or the State Department of Water Resources.

- E. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or
- F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- G. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

FINDING: NO IMPACT:

The proposal does not promote the use of wastewater treatment systems or landfill/solid waste disposal facilities.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- A. Would the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

FINDING: LESS THAN SIGNIFICANT IMPACT:

As indicated in Section IV, Biological Resources, the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) reviewed the project and previously noted that biological resources may be impacted as specific bikeway/trail routes are proposed and biological surveys may be required. The CDFG and USFWS previously agreed to review each bikeway/trail route as it is proposed in a case-by-case basis to evaluate the route for substantial impacts to wildlife.

Potential impacts to biological resources were identified as less than significant and no substantial cultural impacts were identified in the analysis.

- B. Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

FINDING: NO IMPACT:

The number of proposed bikeway/trail projects, limited funding of those proposed projects and high cost of the proposed Class I, II, and III bikeway projects listed in the Plan, would generally exclude many projects being advanced at the same time.

The limited and competitive nature of funding sources for bikeways/trails proposed in the Plan make cumulative adverse impacts unlikely as bikeways/trails will be implemented and constructed as funding allows; and implemented and constructed individually, not collectively.

C. Would the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

FINDING: NO IMPACT:

No substantial impacts on human beings were identified in the analysis.

CONCLUSION/SUMMARY

Based upon Initial Study Application No. 6689 prepared for the Fresno County Regional Bicycle and Recreational Trails Master Plan, staff has concluded that the project will not have a significant effect on the environment. It has been determined that there would be no impacts to aesthetics, cultural resources, geology and soils, greenhouse gas emissions, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and mandatory findings of significance.

Potential impacts related to agricultural and forest resources, air quality, biological resources, hazards and hazardous materials, hydrology and water quality, and utilities and service systems have been determined to be less than significant.

A Negative Declaration is recommended and is subject to approval by the decision-making body. The Initial Study is available for review at 2220 Tulare Street, Suite "A", Fresno, CA.

Exhibit A: Initial Study Application No. 6689
Fresno County Regional Bicycle and Recreational Trails Master Plan - Revised
Conditions of Approval and Project Notes

Mitigation Measures					
Impact	No.	Language	Implementation Responsibility	Monitoring Responsibility	Time Span
Conditions of Approval					
Flood	1.	All portions of the proposed revised project, including the Fancher Creek Bridal Trail that will have any work near streams must follow all local, State and Federal laws and Guidelines.	Fresno County Design Division	FMFCD	During future construction
	2.	FMFCD will need to review and approve all improvement plans for any proposed construction of street improvements or storm drainage facilities for conformance to the Master Plan within the project area. Specific construction requirements will be addressed with the implementation of project improvement plans	Fresno County Design Division	FMFCD	During future construction
Cultural Resources	1.	If upon construction and digging there are any architectural findings, they should not be disturbed until the proper authorities are contacted.	Fresno County Design Division	Fresno County Coroner	During future construction
Air Quality	1.	It is only during implementation and construction that specific bikeway projects may have a significant adverse impact on air quality and be subject to Regulation VII (Fugitive PM 10 Prohibitions), Rule 2010 (Permits Required), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).	Fresno County Design Division	APCD	During future construction
Noise	1.	According to the Public Health Department, construction noise related to roadway improvements or new construction is exempt from the Noise Ordinance as long as construction activities do not take place before 6:00 a.m. or after 9:00 p.m. Monday thru Friday or before 7:00 a.m. or after 5:00 p.m. on	Fresno County Design Division	Fresno County Public Health Department	During future construction

Mitigation Measures					
Impact	No.	Language	Implementation Responsibility	Monitoring Responsibility	Time Span
		Saturdays and Sundays.			
Notes					
Parks/Trails	1.	<p>The Fancher Creek Bridle Path is dedicated as a "30 foot wide bridle path" which was done through the Country Club Estates map of 1939. This map was accepted by the Board of Supervisors for public uses "all streets, avenues, drives, ways, bridle paths, and parks shown on said map." The most current Assessor's Map continues to show this area as a "Park and Bridle Path." The County determined that this area dedicated as a bridle path meets the criteria of a "trail" as defined in Section 1003.4 of the Caltrans Highway Design Manual and therefore it is appropriate to design it using trail standards. Section 1003.4 defines trails as "generally unpaved multipurpose facilities suitable for recreational uses by hikers, pedestrians, equestrians and off road bicyclists."</p>			
Development Guidelines/ Existing Bikeways And Recreational Trails System	1.	<p>The State of California Highway Design Manual, Bikeway Planning and Design, California Manual of Uniform Traffic Control Devices (CA-MUTCD) and the American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, establishes minimum criteria for planning and designing bikeways in California. The County uses the most current California Highway Design Manual, CA-MUTCD, and AASHTO standards when planning new bikeways or improving the performance of existing bikeways. By using these design standards, the County has the flexibility to carefully evaluate conditions and can make modifications as appropriate for each bicycle improvement. The County also adheres</p>			

Mitigation Measures					
Impact	No.	Language	Implementation Responsibility	Monitoring Responsibility	Time Span
		to current Americans With Disabilities Act requirements when designing and constructing its bikeways. -The County will adhere to these guidelines when designing and constructing any intersections. When crossing a State Highway the County will obtain an encroachment permit from Caltrans. In this way Caltrans will have the opportunity to verify that the crossings adhere to these guidelines.			
Trail Design/Standards	1.	Further implementation of specific projects and programs contained in the Revised Plan may require project specific environmental documentation under the California Environmental Quality Act (CEQA) at the time the project is considered. To address the design standards of the rehabilitation of the Fancher Creek Bridal Trail, SPOA or any other agency or interested party will be given the opportunity for comments and concerns to be addressed during the trail construction project process.			

EXHIBIT 9

FRESNO COUNTY GENERAL PLAN GOALS AND POLICIES

GENERAL PLAN POLICIES:

AGRICULTURE AND LAND USE ELEMENT:

Policy LU-F.8 The County shall adopt transit- and pedestrian-oriented design guidelines and incorporate them into community plans and specific plans. The County shall review development proposals for compliance with its adopted transit- and pedestrian-oriented design guidelines to identify design changes that can improve transit, bicycle, and pedestrian access.

Policy LU-F.10 The County shall encourage school districts to site new schools in locations that allow students to safely walk or bicycle from their homes, and to incorporate school sites into larger neighborhood activity centers that serve multiple purposes.

TRANSPORTATION AND CIRCULATION ELEMENT:

Expressways shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

- e. Bikeways along urban **Expressway routes shall be Class I facilities** on separate rights-of-way.

Super Arterials shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specific specifications:

- c. Bikeways along **Super Arterials may be Class I, Class II, or Class III facilities.**

Arterials shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

- d. Bikeways along designated **Arterials may be Class I, Class II, or Class III facilities.**

Collectors shall be designed and constructed according to the cross-section standards specified in Table TR-1, with policies in Section TR-A, and with the following specifications:

- e. Bikeways along **Collectors may be developed as Class I, Class II, or Class III facilities.**

BIKEWAY SYSTEM

The Regional Bikeways Plan (prepared by the Council of Fresno County Governments) defines a bikeway system for Fresno County. The plan provides connectivity between cities and the unincorporated areas, between Fresno County and adjoining counties, and access to recreational areas,

FRESNO COUNTY GENERAL PLAN GOALS AND POLICIES

regional parks, and recreational bicycling routes. The Regional Bikeways Plan contains two bikeway system diagrams: one for the rural areas of the county and one for the Fresno-Clovis Metropolitan Area (FCMA). The Rural Bikeways Plan (Figure TR-2) depicts the proposed roadway-related bikeway system for unincorporated Fresno County that will be included in the updated Regional Bikeways Plan. The Rural Bikeways Plan is intended to guide bikeway planning and implementation in conjunction with new development or improvement of the roadways shown on this diagram. The Conceptual Recreational Trail Corridor Map (Figure OS-1) in the Open Space and Conservation Element, also includes some Class I and II bikeways and is intended to complement the Rural Bikeways Plan.

Policy TR-A.13 The County shall develop and maintain a program to construct bikeways and recreation trails in conjunction with roadway projects in accordance with the adopted Regional Bikeways Plan, the adopted Recreation Trails Plan, available dedicated funding for construction and maintenance, and a needs priority system.

D. BICYCLE FACILITIES

The bicycle has steadily been gaining in acceptance and importance in recent years as a means of recreation, transportation, and healthful exercise. The extent of this increase is reflected in the dramatic rise of bicycle sales. This use of the bicycle by a growing segment of the public has generated an interest in the need for adequate facilities for cyclists.

Policies in this section seek to provide a safe, continuous, and easily accessible bikeway system that connects cities to other communities, to major facilities, and to recreational areas and regional parks; these policies also strive to establish bikeways along existing recreational bicycling routes, to encourage safety-oriented design, to link bikeways to other modes of transportation, and to provide adequate funding. Related policies are included in Section LU-F, Urban Development Patterns; Section LU-E, Non-Agricultural Rural Development; and Section OS-I, Recreational Trails.

Goal TR-D To plan and provide a safe, continuous, and easily accessible bikeway system that facilitates the use of the bicycle as a viable alternative transportation mode and as a form of recreation and exercise.

Policies

Policy TR-D.1 The County shall implement a system of recreational, commuter, and intercommunity bicycle routes in accordance with the Regional Bikeway Plan described in the Circulation Diagram and Standards section and depicted in Figure TR-2. The plan designates bikeways between cities and unincorporated communities, to and near major traffic generators such as recreational areas, parks of regional

FRESNO COUNTY GENERAL PLAN GOALS AND POLICIES

significance, and other major public facilities, and along recreational routes.

- Policy TR-D.2** The County shall give priority to bikeways that will serve the most cyclists and destinations of greatest demand and to bikeways that close gaps in the existing system.
- Policy TR-D.3** The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.
- Policy TR-D.4** The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.
- Policy TR-D.5** The County shall require that adequate rights-of-way or easements are provided for designated bikeways or trails as a condition of land development.
- Policy TR-D.6** The County should promote bicycle safety programs through education and awareness programs aimed at both cyclists and motorists.
- Policy TR-D.7** The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.
- Policy TR-D.8** The County shall support development of facilities that help link bicycling with other modes of transportation.

Implementation Programs

- Program TR-D.A** The County shall work with the Council of Fresno County Governments, Caltrans, and cities within the county to update the Regional Bikeways Plan to ensure consistency with the Circulation Diagram and Standards section. (See Policy TR-D.1)

Responsibility: Planning & Resource Management Department

Time Frame: FY 00-01

- Program TR-D.B** The County shall encourage implementation and use of bikeways by use of Transportation Development Act Article III bicycle and pedestrian funds to implement and maintain bikeways or bike trails. The County shall continue to identify and pursue appropriate new funding sources for bikeway implementation. Grant funds from regional, State, and Federal agencies should be pursued and utilized when compatible with the General Plan policies and long-term local funding capabilities. (See Policy TR-D.1)

Responsibility: Planning & Resource Management Department

Time Frame: Ongoing

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Program TR-D.C The County shall require that sufficient pavement width for bikeways shown on the Regional Bikeway Plan be constructed in conjunction with road construction projects, and that adequate right-of-way and/or pavement width for bicycle facilities be included in frontage improvements required of new development. Implementation through signing and striping is an operational decision, and may not coincide with initial construction. (See Policies TR-D.4 and TR-D.5)

Responsibility: Public Works Department and Planning & Resource Management Department

Time Frame: Ongoing

Program TR-D.D The County shall use California Department of Transportation (Caltrans) bikeway design standards as guidelines for construction of Class I, II, III bicycle facilities. (See Policies TR-D.1 and TR-D.3)

Responsibility: Public Works Department and Planning & Resource Management

Time Frame: Ongoing

Program TR-D.E The County shall work with other agencies to provide facilities that help link bicycles to other modes, including provision of bike racks or space on buses and parking or lockers for bicycles at transportation terminals. (See Policy TR-D.8)

Responsibility: Planning & Resource Management Department

Time Frame: On-going

PUBLIC FACILITIES AND SERVICES ELEMENT:

Policy PF-I.2 The County shall encourage school facility siting that establishes schools as focal points within the neighborhood and community in areas with safe pedestrian and bicycle access.

OPEN SPACE AND CONSERVATION ELEMENT:

C. MINERAL RESOURCES

Policy OS-C.8 The County shall, where feasible along the San Joaquin River, site recreational trails, bikeways, and other recreation areas at least three hundred (300) feet from the edge of active aggregate mining operations and separate them by physical barriers. Recreational trail/bikeway crossings of active haul routes should be avoided whenever possible; if crossings of haul routes are necessary, separate where feasible.

FRESNO COUNTY GENERAL PLAN GOALS AND POLICIES

G. AIR QUALITY

Transportation Related Air Quality Policies (Transportation and Circulation Element)

The main air quality-related transportation strategy is to make transportation infrastructure improvements that will reduce motor vehicle trips and vehicle miles traveled and encourage an increase in the share of non-automobile trips. Policies addressing this strategy are included in the Transportation and Circulation Element. These policies address the following aims:

- a. To plan for a multi-modal transportation system that meets community mobility needs, improves air quality, and shifts travel away from single-occupant automobiles to less-polluting transportation modes such as transit, carpools, bicycling, and walking;
- c. To ensure that the design of streets, sidewalks, and bike paths/routes within new development encourages walking and biking;
- e. To plan an extensive system of bikeways and pedestrian paths in urban areas to encourage bicycle and pedestrian trips that replace vehicular trips;

RECREATION AND CULTURAL RESOURCES

H. PARKS AND RECREATION

Implementation Programs

Program OS-H.B As new development occurs, the County shall consider contracting with existing entities or forming county service areas (CSAs) that have the authority to receive dedications or grants of land or funds, plus the ability to charge fees for acquisition, development, and maintenance of parks, open space, and riding, hiking, and bicycle trails. (See Policy OS-H.4)

Responsibility: Planning & Resource Management Department

Time Frame: Ongoing

I. RECREATIONAL TRAILS

While many Fresno County communities have bikeways that provide both local and regional service, pedestrian and recreational (including bicycling, equestrian, and hiking) facilities are more localized and do not form a contiguous regional system. Recreational trails are trails designed primarily for the recreational use of bicyclists, pedestrians, or equestrians, or any combination thereof. They are intended to be primarily off-street facilities, although some recreational trails designed for bicycle use only may be on-street bikeways.

Policies in this section seek to enhance recreational opportunities in the county by encouraging the development of a countywide trail system. Related

FRESNO COUNTY GENERAL PLAN GOALS AND POLICIES

policies are included in Section TR-D, Bicycle Facilities, and OS-C, Mineral Resources.

Goal OS-I To develop a system of hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

Policies

Policy OS-I.1 The County shall develop a countywide Recreational Trail Master Plan, integrated with existing County facilities, similar facilities in cities and adjoining counties, and on State and Federal land. The recreational trail system shall be oriented to providing safe, off-street access from urban areas to regional recreation facilities of countywide importance.

Policy OS-I.2 The County shall develop recreational trails in County recreation areas.

Policy OS-I.3 The County shall encourage the preservation or advance acquisition of desirable trail routes, including linear open space along rail corridors and other public easements.

Policy OS-I.4 The County shall require that adequate rights-of-way or easements are provided for designated trails or bikeways as a condition of land development approvals.

Policy OS-I.5 The County shall provide for the separation of different types of users in multiple-purpose trail corridors when desirable for safety reasons or trail type needs.

Policy OS-I.6 The County shall coordinate development of its Recreational Trail Master Plan with the San Joaquin River Conservancy concerning the proposed multipurpose trail between Highway 99 and Friant Dam in the San Joaquin River Parkway.

Policy OS-I.7 The County shall maintain and enforce regulations prohibiting the use of all County-developed and maintained recreational trails by motorized vehicles, except for maintenance vehicles.

Policy OS-I.8 The County shall use the following principles in the siting of recreational trails:

- a. Recreational trail corridors should connect urban areas to regional recreational amenities, follow corridors of scenic or aesthetic interest, or provide loop connection to such routes or amenities;
- b. Recreational trails should be located where motor vehicle crossings can be eliminated or minimized;
- c. Recreational trails should provide for connectivity to other transportation modes such as bus stops, train stations and park-and-

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ride sites when feasible to enhance intermodal transportation opportunities; and

- d. Recreational trails should provide for connectivity to the on-street walkway and bikeway network when feasible to enhance non-motorized transportation opportunities.
- e. Recreational trails shall whenever possible make maximum use of existing public land and rights-of-way.

- Policy OS-I.9** The County shall follow design guidelines published by the California Department of Transportation (Caltrans) in the Highway Design Manual, Chapter 1000 (Bikeway Planning and Design), in designing and constructing recreational trails.
- Policy OS-I.10** Pending adoption of a Recreational Trail Master Plan, the County shall review development proposals for consistency with and accessibility to the trails in the Conceptual Recreational Trail Corridor Map. (See Figure OS-1 and text box below; see also Policy OS-I.1)
- Policy OS-I.11** The County shall seek the provision of recreation trails in future foothill and mountain developments.
- Policy OS-I.12** The County shall encourage communication and cooperation with the cities of the county, the Fresno County Council of Governments, and other agencies in the county by referring proposed trail projects for review and comment.
- Policy OS-I.13** The County shall actively seek all possible financial assistance for planning, acquisition, construction, and maintenance of trails when such funding does not divert funds available for preservation and improvement of the road system.
- Policy OS-I.14** The Fresno County General Services Department shall maintain trails located within County parks, along but separated from the road way, along irrigation canals, flood control channels, abandoned railroad rights-of-way or easements, utility easements, and along floodplains.
- Policy OS-I.15** The Fresno County Public Works Department shall maintain recreational trails located within the road right-of-way as integral parts of the roadway.
- Policy OS-I.16** The County shall encourage public/private partnerships to implement and maintain trails.

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Implementation Programs

Program OS-I.A The County shall prepare a Recreational Trails Master Plan for a countywide trail system that identifies appropriate corridors and the design of the trails in the corridors based on the criteria listed in the policies of this section. The Recreational Trail Corridor Map (Figure OS-1) and Conceptual Recreational Trail List shall be used as a starting point for the master plan process. (See Policies OS-I.1 and OS-I.10)

Responsibility: Planning & Resource Management Department

Time Frame: FY 02-03

Program OS-I.B The County shall investigate the potential of various land use controls for reserving areas for trails such as the acquisition of easements, open space and floodplain zoning, and subdivision control. (See Policies OS-I.3 and OS-I.4)

Responsibility: Planning & Resource Management Department

Time Frame: FY 02-03

Program OS-I.C The County shall enact an ordinance to prohibit the use of recreational trails by all motorized vehicles except maintenance vehicles, regulate users on multiple purpose paths, and protect the interests of property adjacent to trails. (See Policy OS-I.5)

Responsibility: Planning & Resource Management Department

Time Frame: FY 01-02

Fresno County Conceptual Recreational Trail List

(See Figure OS-1) and (Policy OS-I.10)

1. **Millerton Trail**, Multiple purpose trail and bikeway along the San Joaquin River/Friant Road corridor from Alluvial Avenue to Friant Road to Friant Dam.
2. **Friant-Kern Trail**, Multiple purpose trail along the Friant-Kern Canal from Millerton Lake to Orange Cove/Tulare County Line.
3. **Copper-Auberry Trail**, Multiple purpose trail from Copper Road at Friant Road to Auberry Road to the Friant-Kern Canal.
4. **Auberry Bikeway**, Bikeway from Millerton Road at the Friant-Kern Canal to Auberry Road to the Friant-Kern Canal.
5. **Enterprise Trail**, Multiple purpose trail using portions of Copper Avenue, Minnewawa Avenue, the Enterprise Canal, and Shaw Avenue to the Friant Kern Canal.

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6. **Dry Creek Trail** , Multiple purpose trail along Dry Creek between the Enterprise Canal and Minnewawa Avenue.
7. **Piedra Trail**, Multiple purpose trail and bikeway on Piedra Road between Minkler and Pine Flat Dam, possibly also using the old railroad grade and Elwood Road.
8. **Belmont Trail**, Multiple purpose trail and bikeway along the abandoned Southern Pacific Railroad right-of-way (McKenzie Avenue alignment) between Fine and Clovis Avenues and along Belmont Avenue between Clovis Avenue and the Friant-Kern Canal.
9. **Reed Bikeway**, Bikeway along Reed Avenue between Reedley and Minkler.
10. **Rainbow Bikeway**, Bikeway between Reedley and Centerville along Highway 180, Rainbow Road, Newmark Avenue, the Southern Pacific Railroad right-of-way, and River Road.
11. **Orange Cove Trail** , Equestrian-hiking trail between Orange Cove and Navelencia along the abandoned Atchison, Topeka and Santa Fe Railroad right-of-way.
12. **Golden State Bikeway**, Bikeway between Fresno and Kingsburg along Golden State Boulevard.
13. **Roeding-Kearney Bikeway**, Bikeway from Roeding Park to the Kearney Trail at the intersection of Kearney Boulevard and Hughes, via Hughes, Neilsen, and Pacific.
14. **Kearney Trail**, Multiple purpose trail along Kearney Boulevard between Hughes Avenue and Madera Avenue
15. **Skaggs Bridge Trail** , Multiple purpose trail along Madera Avenue between Whites Bridge Road and the San Joaquin River.
16. **California Aqueduct Trail** , Multiple purpose trail along the California Aqueduct in Fresno County.
17. **Nees Bikeway**, Bikeway along Nees Avenue between Firebaugh and the California Aqueduct.
18. **Delta-Mendota Trail**, Multiple purpose trail along the Delta-Mendota Canal and the San Luis Drain from Firebaugh to Belmont Avenue.
19. **Los Gatos Creek Trail** , Multiple purpose trail along Los Gatos and Wartham Creeks from Los Gatos Creek County Park to Warthan Creek and Highway 198.
20. **Van Ness Trail**, Multiple purpose trail along Van Ness Boulevard between Shaw Avenue and the San Joaquin River bluff area.
21. **San Joaquin Bluff Trail** , Multiple purpose trail along the San Joaquin River bluffs from Highway 99 to Woodward Park.

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22. **San Joaquin River Trail** , Equestrian-hiking trail from Millerton Lake to Italian Bar Road at Redinger Lake, generally along the San Joaquin River.
23. **Clovis/Pinedale Railroad Corridor Trail**, Multiple purpose trail along the Clovis/Pinedale Railroad right-of-way.
24. **Reedley Trail**, Along old AT&SF railroad corridor between Reedley and the Tulare County line.

HOUSING ELEMENT:

I. Environmental Conservation

Implementation Programs

- Program H-I.B** The County shall consider inclusion of design standards for new development that encourage alternative transportation (for example, bicycle lanes, bus turnouts, and direct pedestrian connections to transit lines) as a part of the update of the County Zoning Ordinance to conserve energy and improve air quality.