



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

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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
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
		<p>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.</p>			
Trail Design/Standards	1.	<p>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.</p>			