

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO AMEND THE ACTIVE TRANSPORTATION PLAN (PLAN AMENDMENT APPLICATION NO. P20-03758) TO RECLASSIFY TEN PLANNED BIKEWAYS AND ADD CLASSIFICATION TO THREE SEGMENTS NOT PREVIOUSLY IDENTIFIED IN FIGURE 48-BUILD OUT BIKEWAYS

WHEREAS, on October 28, 2010, by Resolution No. 2010-237, the City of Fresno adopted the Bicycle, Pedestrian and Trails Master Plan; and,

WHEREAS, on September 26, 2013, Governor Brown signed Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354, creating the Active Transportation Program, which consolidated existing federal and state transportation plans into one program with the aim of making California a national leader in active, or human-powered, transportation; and,

WHEREAS, on December 18, 2014, by Resolution No. 2014-226, the City Council adopted the Fresno General Plan, and by Resolution No. 2014-225 certified Master Environmental Impact Report ("MEIR") SCH No. 2012111015, which evaluated the potential significant environmental impacts of implementing the Fresno General Plan; and,

WHEREAS, on October 16, 2016, by Resolution No. 2016-212 certified Program Environmental Impact Report SCH No. 2012041009 ("PEIR") which evaluated the potentially significant adverse environmental impacts of urban development within the boundaries of the Downtown Plans, including the Fulton Corridor Specific Plan (FCSP) and Downtown Neighborhoods Community Plan (DNCP); and,

1 of 7

Date Adopted:

Date Approved:

Effective Date:

City Attorney Approval:  _____

Resolution No.

WHEREAS, on March 26, 1991, by Ordinance Bill No. B-26, the Council adopted the Tower District Specific Plan and by Resolution No.91-138 certified EIR No. 10108 which evaluated the potentially significant environmental impacts of the Tower District Specific Plan; and,

WHEREAS, the Fresno General Plan includes, within the Mobility and Transportation Element, Policy MT-4-a Bicycle, Pedestrian, and Trails Master Plan, which calls for the periodic update of the plan to meet state standards and requirements; and,

WHEREAS, from the spring to the fall of 2016 the City held a series of public outreach events to hear community concerns and ideas about what they wanted to see in Fresno bicycle and pedestrian facilities, which included three meetings with a stakeholder advisory committee to receive direction and feedback on the plan on April 19, July 19, and October 6, and three sets of public workshops on May 18-19, 2016, August 11, 16, and 18, 2016, and November 3, 2016; and,

WHEREAS, on March 2, 2017, by Resolution No. 2017-60, the City Council adopted the Active Transportation Plan and the associated Environmental Assessment No. A-16-015, a Mitigated Negative Declaration (MND) dated November 17, 2016, which was tiered from MEIR SCH No. 2012111015; and,

WHEREAS, the City of Fresno Planning and Development Department Director has filed an application to amend the Active Transportation Plan, the Downtown Neighborhoods Community Plans, and the Fulton Corridor and Tower District Specific Plans pertaining to 16.63 miles of bikeways within the City of Fresno as noted in Exhibit A;

WHEREAS, the environmental assessment conducted for the proposed Plan Amendment resulted in the filing of an Addendum to the above-noted PEIR No. 2012041009, EIR No. 10108, and Mitigated Negative Declaration No. A-16-015; and,

WHEREAS, on November 23, 2020, Council District 5 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on November 23, 2020, the Council District 4 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 1, 2020, the Council District 1 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 7, 2020, the Fulton Lowell Design Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 7, 2020, Council District 6 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 8, 2020, the Tower Design Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 14, 2020, Council District 2 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, on December 22, 2020, the Council District 3 Project Review Committee recommended the City Council adopt the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan; and,

WHEREAS, pursuant to the provision of 15-5809 of the Fresno Municipal Code, the Planning Commission of the City of Fresno held a public hearing on March 3, 2020, to consider and make recommendations to the City Council regarding the adoption of the Plan Amendment to the Active Transportation Plan, the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan, and Environmental Assessment No. P20-03758; and,

WHEREAS, the Fresno City Planning Commission took action, as evidenced in Planning Commission Resolution No. [INSERT NUMBER] to [INSERT DECISION] of the Plan Amendment to the Active Transportation Plan, the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan, and Environmental Assessment No. P20-03758; and,

WHEREAS, on March 4, 2021, the Fresno City Council held a public hearing to consider the Plan Amendment to the Active Transportation Plan, the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan, and Environmental Assessment No. P20-03758 , and received both oral testimony and written information presented at the hearing regarding the Plan Amendment to the Active Transportation Plan and the related Plan Amendments to the FCSP, the DNCP and the Tower District Specific Plan.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council finds in its own independent judgment there is no substantial evidence in record that Plan Amendment Application No. P20-03758 may have additional significant effects on the environment that were not identified in PEIR SCH No. 2012041009, EIR No. 10108, and Mitigated Negative Declaration No. A-16-015, and that all applicable mitigation measures of PEIR SCH No. 2012041009, EIR NO. 10108, and Mitigated Negative Declaration No. A-16-015 have been applied to the project. In addition, pursuant to Public Resources Code 21157.6(b)(1) and CEQA Guidelines Section 15172, Council finds that no substantial changes have occurred with respect to the circumstances under which PEIR SCH No. 2012041009, EIR NO. 10108, and Mitigated Negative Declaration No. A-16-015 were certified and adopted; and, that no new information, which was not known and could not have been known at the time PEIR No. 2012041009, EIR No. 10108, and Mitigated Negative Declaration No. A-16-015 were certified as complete, has become available. Accordingly, the Council adopts the Addendum prepared for Environmental Assessment No. P20-03758 dated February 11,

2021 pursuant to CEQA Guidelines Section 15164.

2. The Council finds the adoption of the Plan Amendment to the Active Transportation Plan Application No. P20-03758 to be in the best interest of the City of Fresno.

3. The Council of the City of Fresno hereby adopts the Plan Amendment to the Active Transportation Plan, which includes changes to 16.63 miles of bikeways within the City of Fresno as noted in Exhibit A Maps.

* * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, YVONNE SPENCE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the 4th day of March, 2021.

AYES :
NOES :
ABSENT :
ABSTAIN :

YVONNE SPENCE, CRM MMC
City Clerk

By: _____ Date
Deputy

APPROVED AS TO FORM:
DOUGLAS T. SLOAN
City Attorney

By: _____ Date
TALIA KOLLURI
Assistant City Attorney

Attachment: Exhibit A

EXHIBIT A

Plan Amendment: Active Transportation Plan (ATP), Downtown Neighborhoods Community Plan (DNCP), Fulton Corridor Specific Plan (FCSP), and Tower District Specific Plan (TDSP)

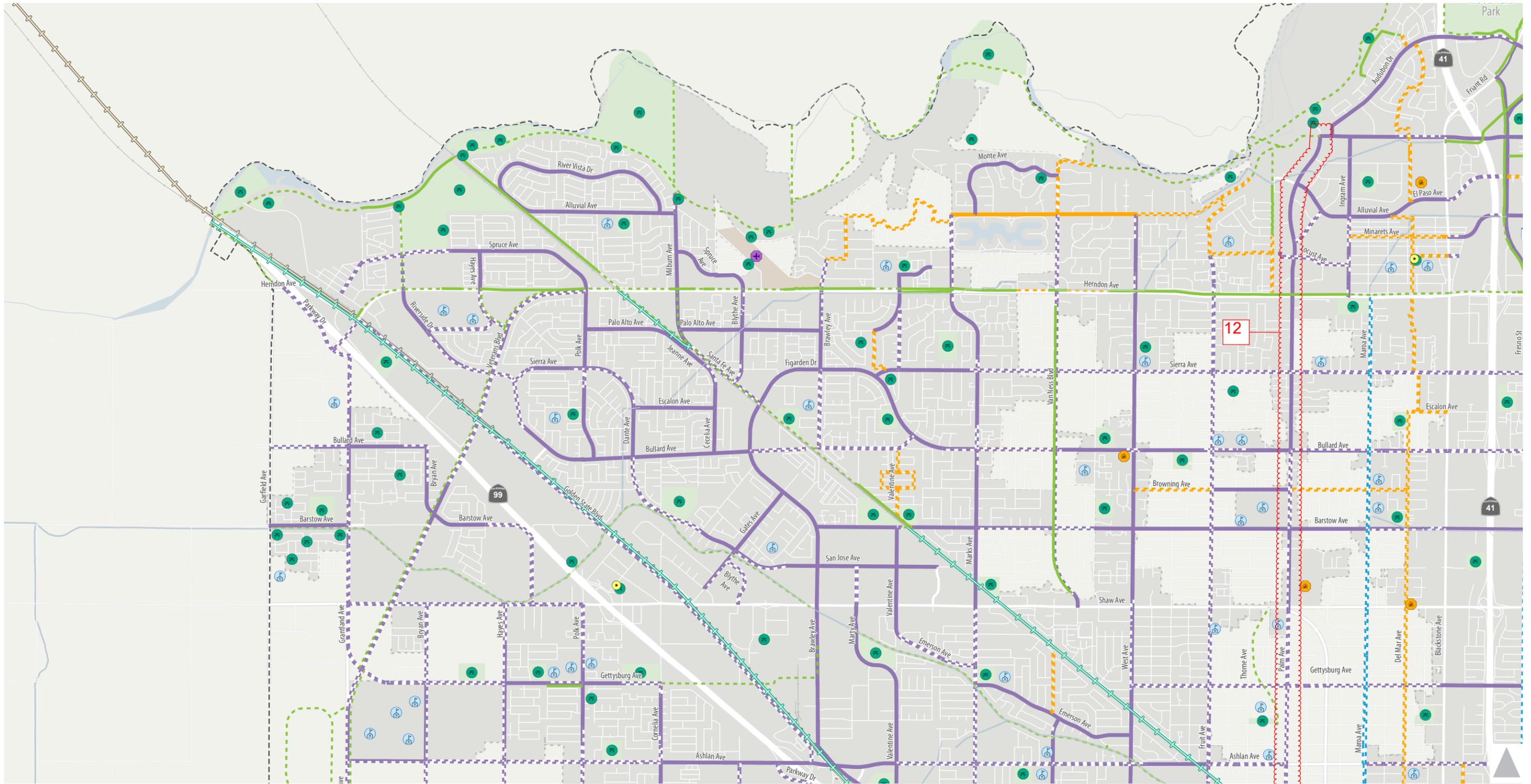
Table 1 – Exhibits

Exhibit A	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 2
Exhibit B	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 3
Exhibit C	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 4
Exhibit D	Downtown Neighborhood Community Plan (DNCP)	Figure 3-1 Proposed Bicycle Facilities
Exhibit E	Downtown Neighborhood Community Plan	Figure 3-4B – Downtown Street Network
Exhibit F	Fulton Corridor Specific Plan (FCSP)	Figure 9-6A – Proposed Bicycle Facilities per Bicycle, Pedestrian, and Trails Master Plan (BMP) / Active Transportation Plan (ATP)
Exhibit G	Fulton Corridor Specific Plan	Figure 9.3B – Downtown Street Network Figure
Exhibit H	B6 Boulevard with Protected Bike Lanes and Parking	DNCP Table 3-2B and FCSP Table 9.3B
Exhibit I	Tower District Specific Plan	Figure 6-3 – Existing and Proposed Bikeways

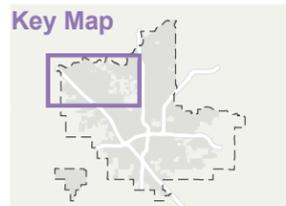
Table 2 – Proposed Bikeway Classification Amendments

Reference Number	Street	From	To	Distance (miles)	Current Planned	Proposed Planned	Community or Specific Plan*
1	Maple Avenue	Shaw Avenue	Gettysburg Avenue	0.5	Class II	Class IV	N/A
2	Wishon Avenue	Weldon Avenue	Belmont Avenue	1.26	Class II	Class IV	Tower
3	Van Ness Boulevard	Weldon Avenue	Elizabeth Avenue	0.93	Class II	Class IV	Tower
4	Van Ness Boulevard	Tulare Street	Mono Street	0.27	Class IV	Class II	DNCP/FCSP
5	Blackstone Avenue	Shields Avenue	Divisadero Street	2.5	-	Class IV	DNCP/Tower
6	Abby Avenue	Hedges Avenue	Divisadero Street	1.2	-	Class IV	DNCP
7	First Street	Tulare Street	Ventura Street	0.5	Class II	Class IV	DNCP
8	P Street	Fresno Street	Divisadero Street	0.36	Class III	Class IV	DNCP
9	P Street	Tulare Street	Ventura Street	0.28	Class III	Class IV	DNCP
10	R Street	Tulare Street	Ventura Street	0.35	Class III	Class IV	DNCP
11	R Street	Tulare Street	Fresno Street	0.18	-	Class II	DNCP
12	Palm Avenue	Nees Avenue	H Street	7.3	Class II	Class IV	Tower
13	Belmont Avenue	Blackstone Avenue	Palm Avenue	1.0	Class II	Class IV	Tower/DNCP

*All of the segments proposed for re-classification are located within the Active Transportation Plan and the community or specific plans listed



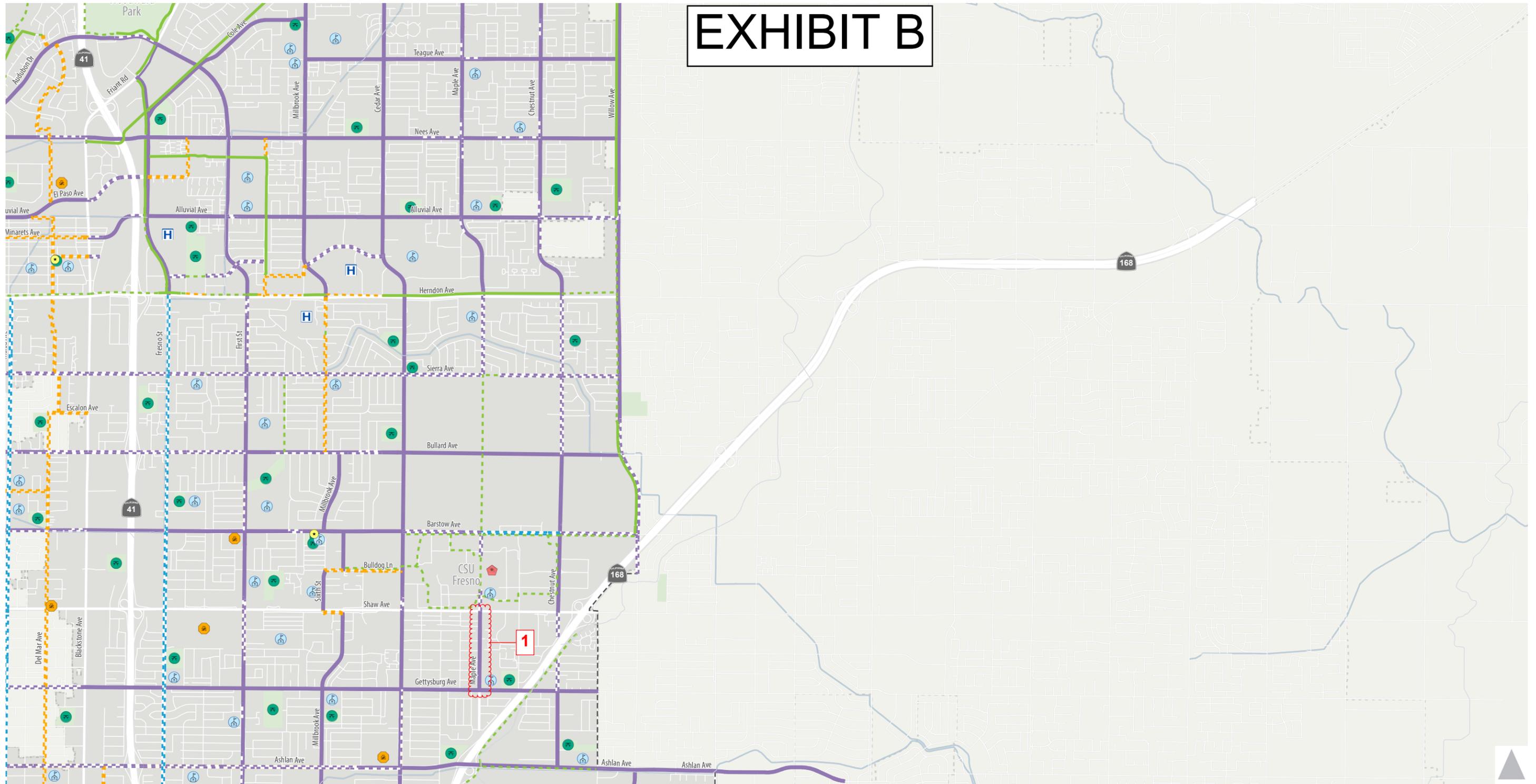
Source: City of Fresno, 2016



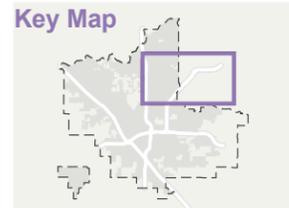
- | | | | | | | |
|------------------------------------|-----------------------------------|-------------------------|----------------------------------|-----------------------------|--------------|---------------------------------|
| Existing Bicycle Facilities | Planned Bicycle Facilities | Key Destinations | Manchester Transit Center | School | Canal | City Sphere of Influence |
| — Class I Bike Path | - - - Class I Bike Path | 🏛️ Higher Education | 🏢 City Hall | 🎓 School | 🌳 Parks | 🏙️ Cities |
| — Class II Bike Lane | - - - Class II Bike Lane | ✈️ Airport | 📍 Neighborhood/Community Center | 🚆 Rail | ✈️ Airports | 💧 Water |
| — Class III Bike Route | - - - Class III Bike Route | 🛒 Shopping | 🚉 Amtrak Station | 🚶 Rails-to-Trails | | |
| - - - Class IV Separated Bikeways | | H Hospital | P Park-and-Ride | 🚄 High Speed Rail Alignment | | |

Figure 48
Build-Out Bikeways -
Inset 2

EXHIBIT B



Source: City of Fresno, 2016

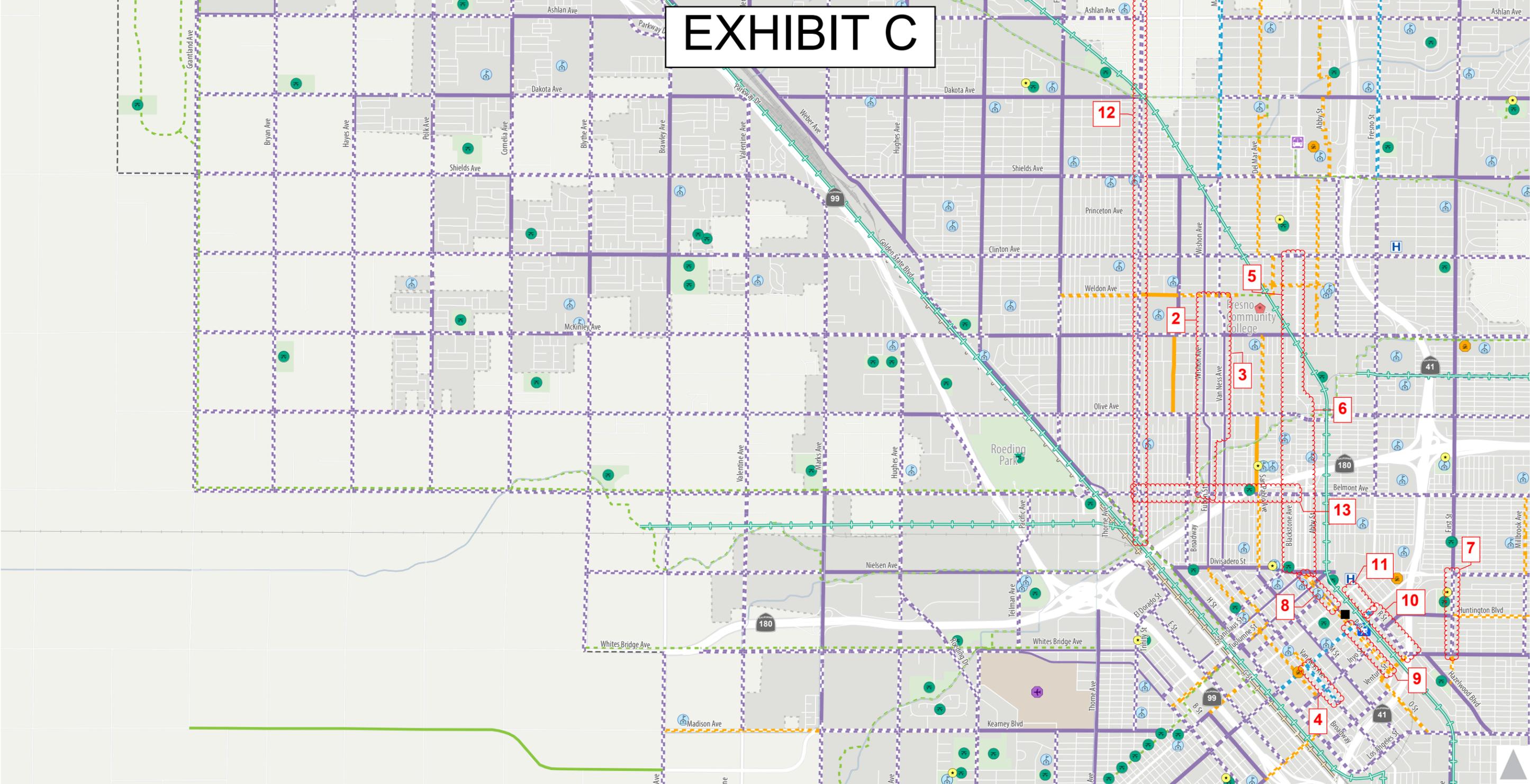


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|------------------------------------|-----------------------------------|-------------------------|----------------------------------|-----------------|---------------------------|---------------------------------|
| Existing Bicycle Facilities | Planned Bicycle Facilities | Key Destinations | Manchester Transit Center | School | Canal | City Sphere of Influence |
| Class I Bike Path | Class I Bike Path | Higher Education | City Hall | Park | Parks | Cities |
| Class II Bike Lane | Class II Bike Lane | Airport | Neighborhood/Community Center | Rail | Airports | Water |
| Class III Bike Route | Class III Bike Route | Shopping | Amtrak Station | Rails-to-Trails | High Speed Rail Alignment | |
| Class IV Separated Bikeways | | Hospital | Park-and-Ride | | | |

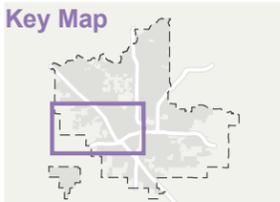


Figure 48
Build-Out Bikeways -
Inset 3

EXHIBIT C



Source: City of Fresno, 2016



- | | | | | | | |
|------------------------------------|-----------------------------------|-------------------------|----------------------------------|-----------------|---------------------------|---------------------------------|
| Existing Bicycle Facilities | Planned Bicycle Facilities | Key Destinations | Manchester Transit Center | School | Canal | City Sphere of Influence |
| Class I Bike Path | Class I Bike Path | Higher Education | City Hall | School | Canal | City Sphere of Influence |
| Class II Bike Lane | Class II Bike Lane | Airport | Neighborhood/Community Center | Park | Parks | Cities |
| Class III Bike Route | Class III Bike Route | Shopping | Amtrak Station | Rail | Airports | Water |
| Class IV Separated Bikeways | | Hospital | Park-and-Ride | Rails-to-Trails | High Speed Rail Alignment | |

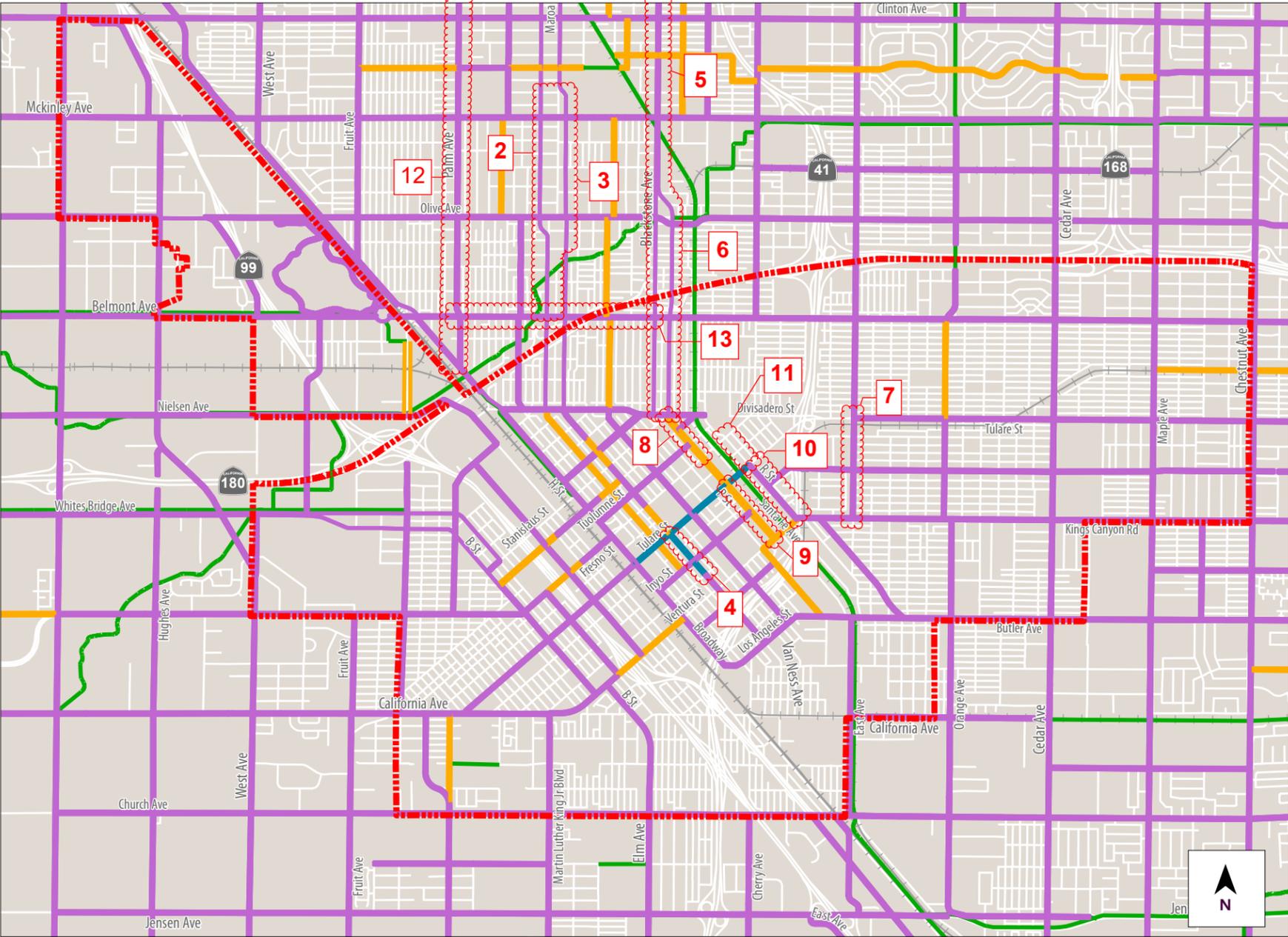


Figure 48
Build-Out Bikeways -
Inset 4

EXHIBIT D

Downtown Neighborhoods Community Plan

FIGURE 3-1 - PROPOSED BICYCLE FACILITIES



Key

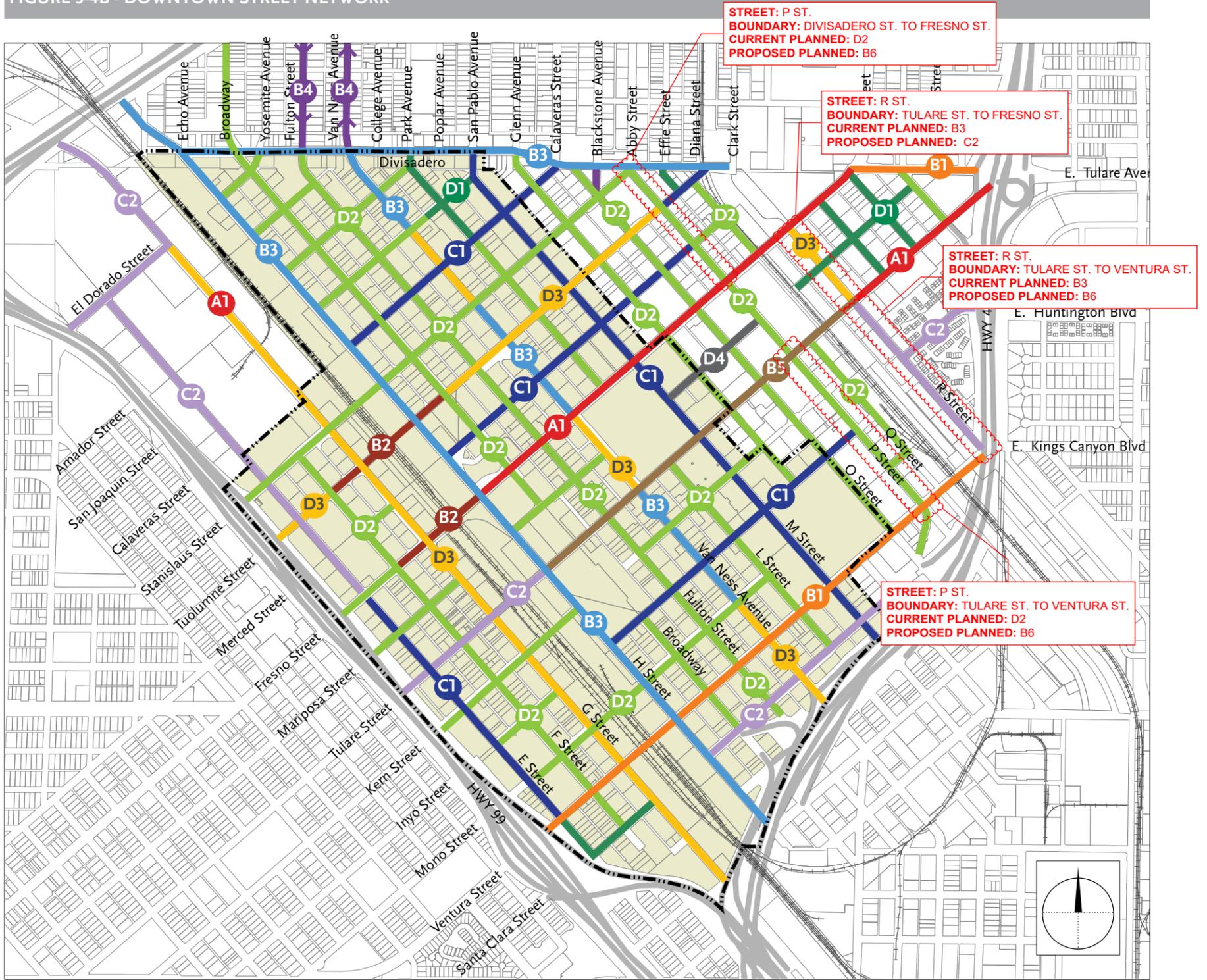
- **Planned Class I Bicycle Path**
An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians*
- **Planned Class III Bicycle Route**
An on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards
- - - **DNCP Plan Boundary**
- **Planned Class II Bicycle Lane**
An on-street lane identified with striping, stencils, and signs
- **Planned Class IV Cycle Track**
An exclusive bike lane that is physically separated from motor traffic and distinct from the sidewalk.

* Under current regulations, all Class I trails must not encroach into the Fresno Chandler Downtown Airport Clear Zone.

EXHIBIT E

Downtown Neighborhoods Community Plan

FIGURE 3-4B - DOWNTOWN STREET NETWORK



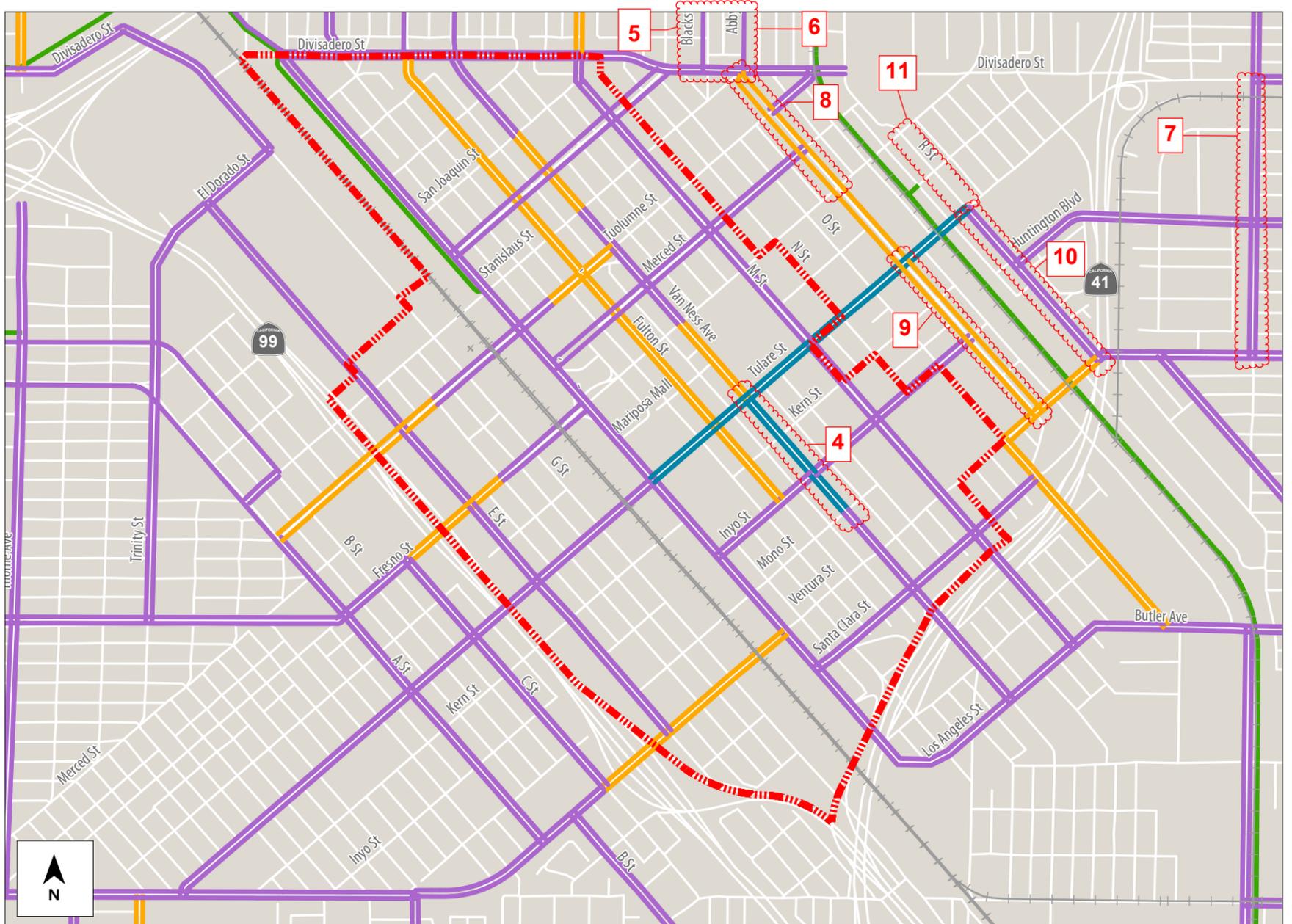
Key

Arterials		Minor Street with Bike Lanes	
A1	Major Boulevard	C1	High Pedestrian Priority, Low Volume
A2	Boulevard with Bike Lanes	C2	Low Pedestrian Priority
Collectors		Minor Streets without Bike Lanes	
B1	Boulevard	D1	Low Volume Residential
B2	Boulevard with Bike Lanes	D2	Low Volume Commercial or Low Volume Diagonal Parking or Low Volume Diagonal/Parallel
B3	Urban Collector, High Pedestrian Priority	D3	High Volume
B4	Boulevard with Bike Lane One Side	D4	Civic Boulevard
B5	Boulevard with Protected Bike Lanes		
B6	Boulevard with Protected Bike Lanes and Parking		

EXHIBIT F

Fulton Corridor Specific Plan

Figure 9.6A - Proposed Bicycle Facilities per Bicycle, Pedestrian, and Trails Master Plan (BMP) / Active Transportation Plan (ATP)



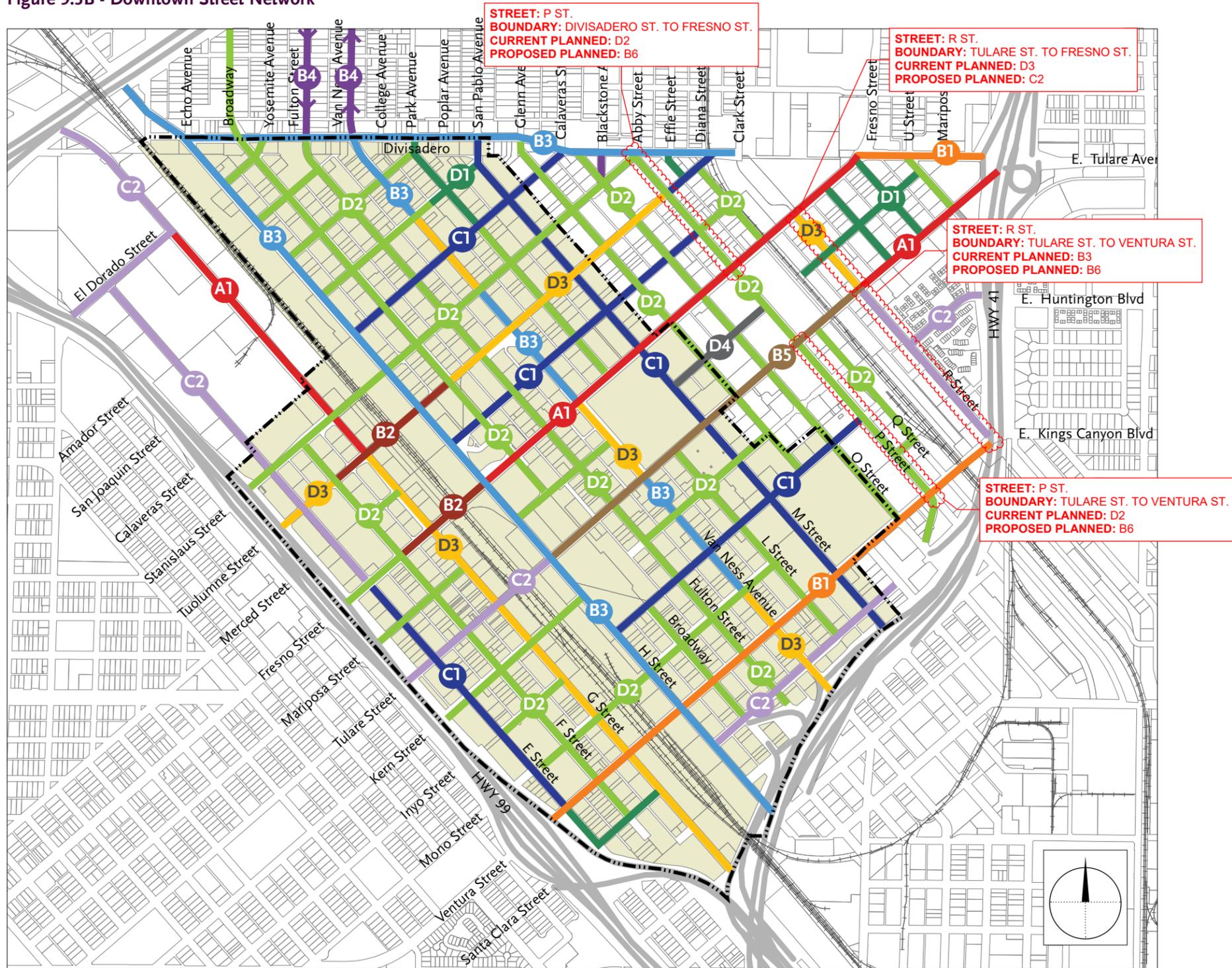
Key

- **Planned Class I Bicycle Path**
An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians
- **Planned Class II Bicycle Lane**
An on-street lane identified with striping, stencils, and signs
- **Planned Class III Bicycle Route**
An on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards
- **Planned Class IV Cycle Track**
An exclusive bike lane that is physically separated from motor traffic and distinct from the sidewalk.
- - - - **FCSP Plan Boundary**

EXHIBIT G

Fulton Corridor Specific Plan

Figure 9.3B - Downtown Street Network



Key

Arterials		Minor Streets without Bike Lanes	
	Major Boulevard		Low Volume Residential
Collectors			Low Volume Commercial or Low Volume Diagonal Parking or Low Volume Diagonal/Parallel
	Boulevard		High Volume
	Boulevard with Bike Lanes		Civic Boulevard
	Urban Collector, High Pedestrian Priority		
	Boulevard with Bike Lane One Side		
	Boulevard with Protected Bike Lanes		
	Boulevard with Protected Bike Lanes and Parking Minor Street with Bike Lanes		
	High Pedestrian Priority, Low Volume		
	Low Pedestrian Priority		

EXHIBIT H

B6 Boulevard with Protected Bike Lanes and Parking – Proposed to amend both the Downtown Neighborhood Community Plan Table 3-2B and the Fulton Corridor Specific Plan Table 9.3B.

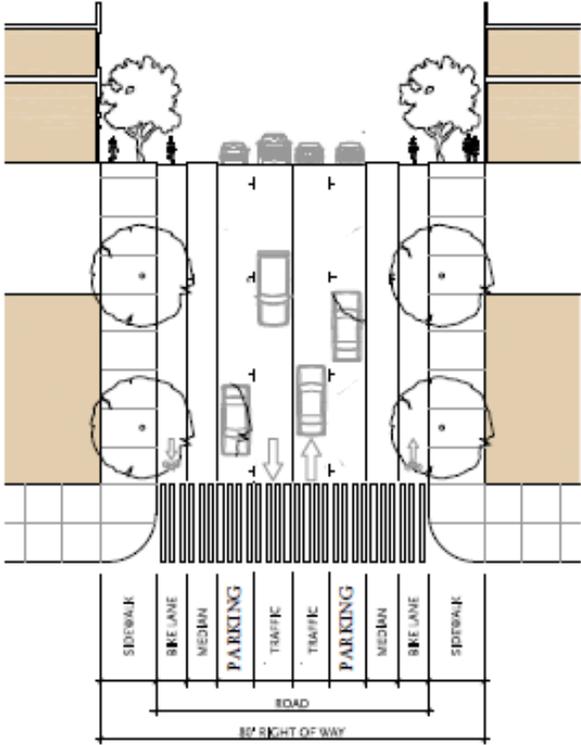
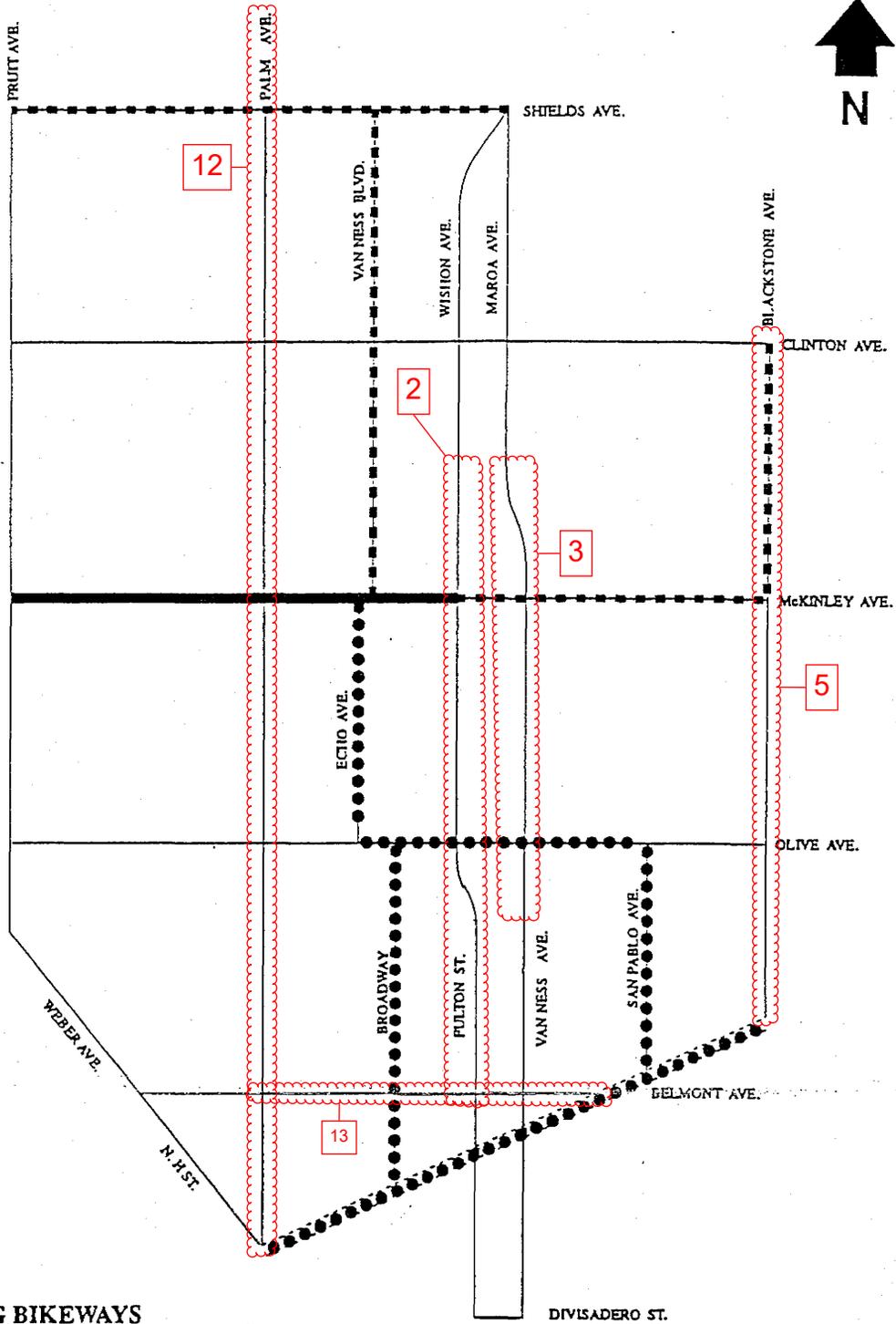


EXHIBIT I



KEY:

- EXISTING BIKEWAYS
- - - - -** PROPOSED BIKEWAYS
- POTENTIAL BIKEWAYS PROPOSED BY SPECIFIC PLAN

Source: 1984 Fresno General Plan

TOWER DISTRICT SPECIFIC PLAN

EXISTING AND PROPOSED BIKEWAYS



FIGURE
6-3