

BILL NO. \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA,  
AMENDING THE TOWER DISTRICT SPECIFIC PLAN (PLAN  
AMENDMENT APPLICATION NO. P20-03758) TO  
RECLASSIFY FOUR PLANNED BIKEWAYS AND ADDING  
CLASSIFICATION TO ONE SEGMENT PREVIOUSLY NOT  
IDENTIFIED, AND AMENDING FIGURE 6-3 EXISTING AND  
PROPOSED BIKEWAYS

WHEREAS, on March 26, 1991, by Bill No B-26, the Council of the City of Fresno adopted the Tower District Specific Plan for the purpose of providing the City and the residents of the district with a comprehensive structure for managing historic resources and neighborhoods in the face of future change and development; and,

WHEREAS, Environmental Impact Report No. 10108 was certified for the Tower District Specific Plan on March 26, 1991; and,

WHEREAS, on March 2, 2017, by Resolution No. 2017-60, the Council of the City of Fresno adopted the Active Transportation Plan (ATP) which outlines the City's vision for active transportation with a complete network of trails, sidewalks, and bikeways, as well as 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, on October 20, 2016, the Council adopted the Downtown Neighborhoods Community Plan (DNCP) and Fulton Corridor Specific Plan (FCSP), both of which were assessed by Program Environmental Impact Report SCH No. 2012041009; and,

1 of 5

Date Adopted:

Date Approved

Effective Date:

City Attorney Approval:



Ordinance No.

WHEREAS, certain proposed bikeways in the ATP are included within the footprint of the Tower District Specific Plan and the Tower District Specific Plan makes reference to bikeways and bikeway improvements; and,

WHEREAS, Plan Amendment Application No. P20-03758 has been filed by the Planning and Development Director within the City and County of Fresno to amend the ATP, the DNCP, the FCSP and the Tower District Specific Plan in order to re-classify approximately 16.6 lineal miles of bikeways as described in Exhibit A; and,

WHEREAS, Plan Amendment Application No. P20-03758 specifically proposes to amend the Tower District Specific Plan to reclassify four planned bikeways and adding classification to one segment not previously identified and amending Figure 6-3 – Existing and Proposed Bikeways and related text on page 6-16 to reflect said amendments; and

WHEREAS, on December 1, 2020, the District 1 Plan Implementation Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on December 14, 2020, the District 2 Plan Implementation Committee members present supported the proposed Plan Amendment application; and

WHEREAS, the December 22, 2020, the District 3 Plan Implementation Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on December 23, 2018, the District 4 Plan Implementation Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on November 23, 2020, the District 5 Plan Implementation Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on December 7, 2020, the District 6 Plan Implementation Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on December 8, 2020, the Tower District Design Review Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, on December 7, 2020, the Fulton Design Review Committee members present supported the proposed Plan Amendment application; and,

WHEREAS, pursuant to the provisions 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 Plan Amendment Application No. P20-03758, and related Environmental Assessment No. P20-03758, during which the Commission considered the environmental assessment and recommended approval to the Council of the City of Fresno, of the plan amendment application as set forth in Exhibit A, as evidenced in Planning Commission Resolution No. \_\_\_\_\_; and,

WHEREAS, the Council of the City of Fresno, on March 4, 2021, received the recommendation of the Planning Commission.

THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the adoption of Plan Amendment Application No. P20-03758 is in the best interest of the City of Fresno. 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, Tower District Specific Plan EIR No. 10108, and Mitigated Negative Declaration No. A-16-015, and that all applicable mitigation measures of PEIR SCH No. 2012041009, Tower District Specific Plan 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, Tower District Specific Plan 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 SCH No. 2012041009, Tower District Specific Plan 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.

SECTION 2. The Council finds the plan amendments requested in Plan Amendment Application No. P20-03758 are consistent with the policies of the Fresno General Plan, and most specifically the bicycle-related policies of the Mobility and Transportation Element of the Fresno General Plan.

SECTION 3. The Council hereby amends the Tower District Specific Plan as shown in Exhibit A.

SECTION 4. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

SECTION 5. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its final passage.

\* \* \* \* \*

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

I, YVONNE SPENCE, City Clerk of the City of Fresno, certify that the foregoing ordinance 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: \_\_\_\_\_  
Deputy Date

APPROVED AS TO FORM:  
DOUGLAS T. SLOAN,  
City Attorney

BY: \_\_\_\_\_  
TALIA KOLLURI Date  
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)

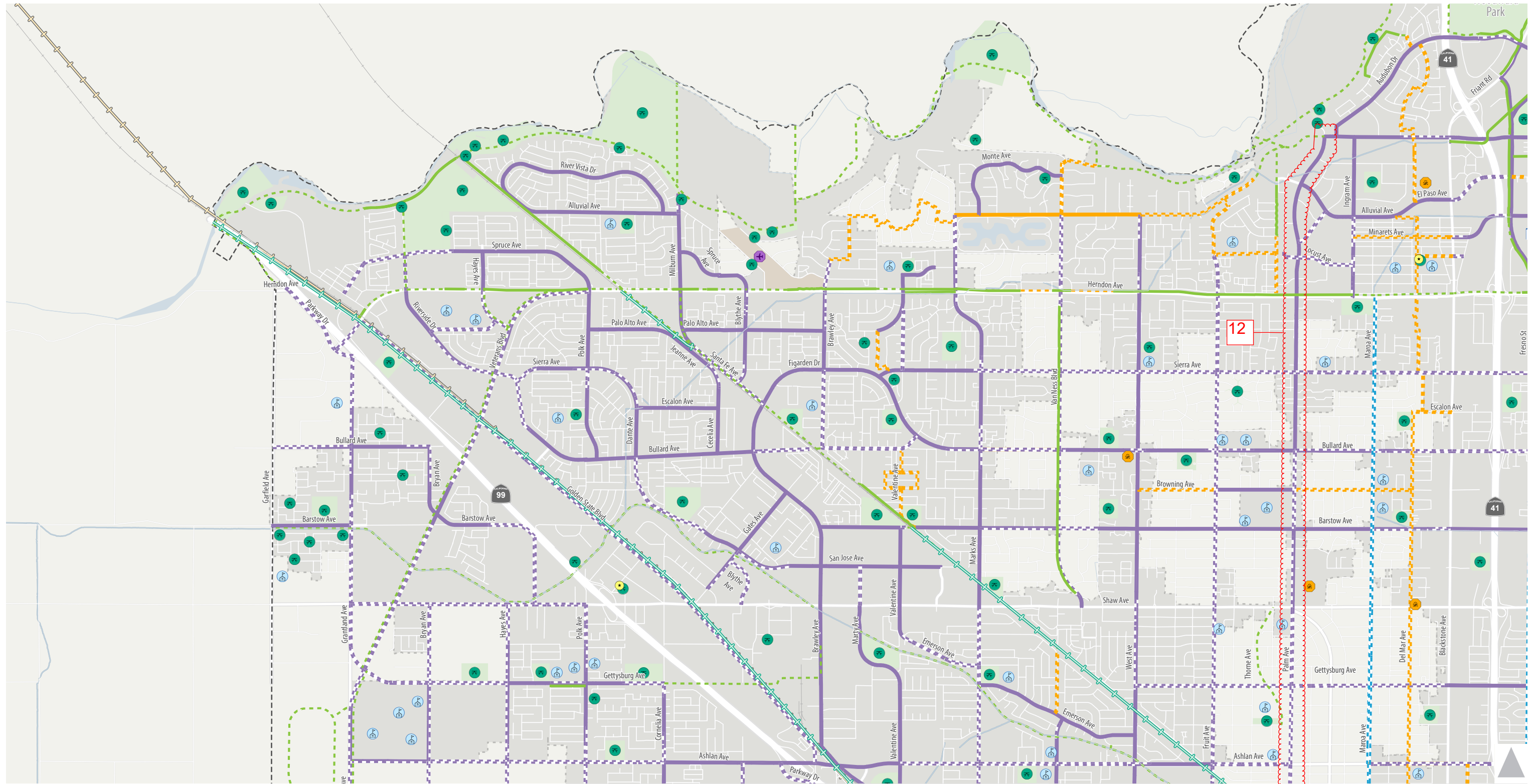
Table 1 – Exhibits

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

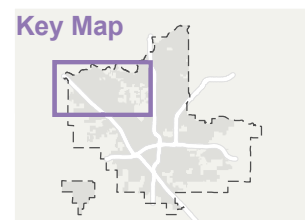
Table 2 – Proposed Bikeway Classification Amendments

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

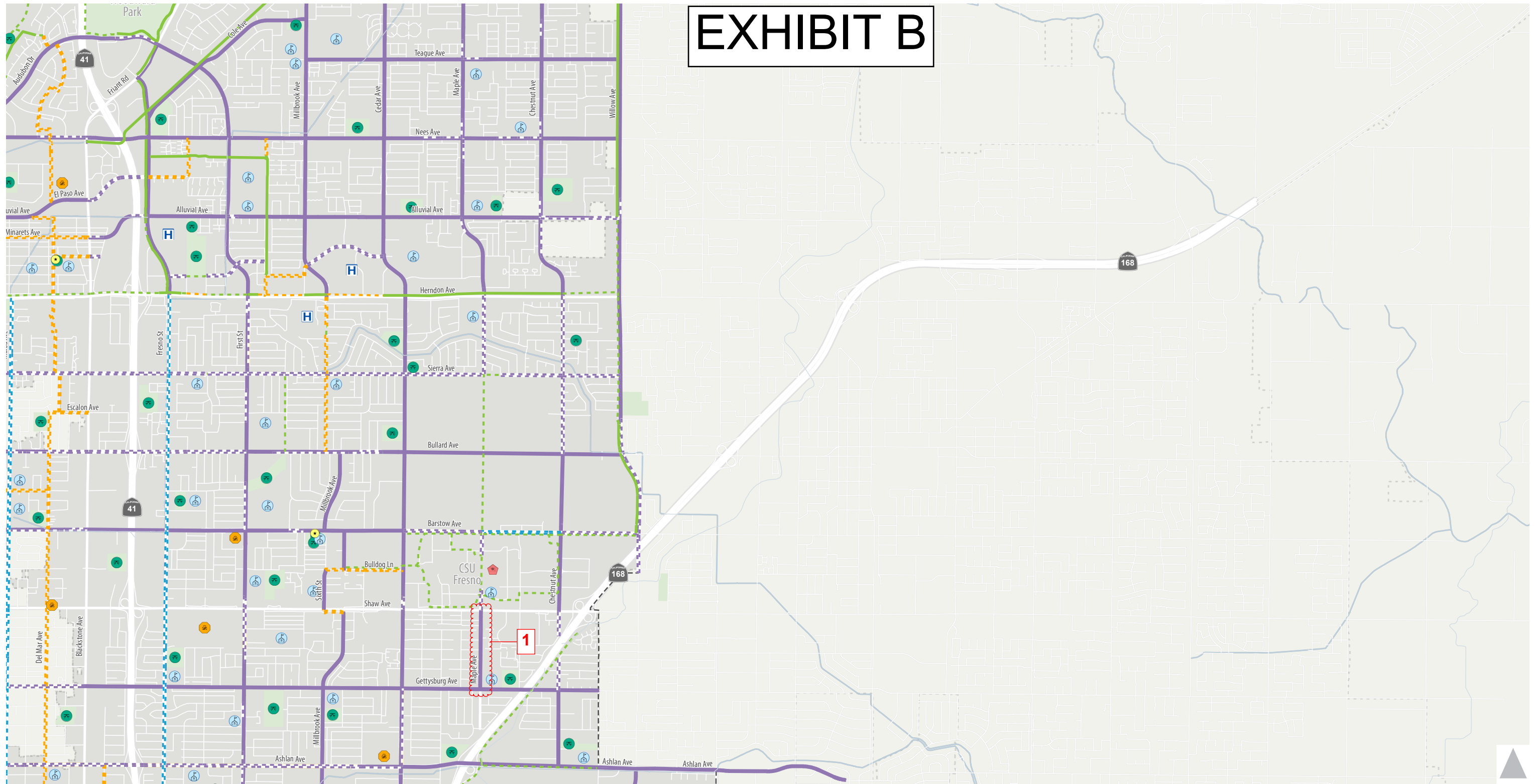


Existing Bicycle Facilities	Planned Bicycle Facilities	Key Destinations	Manchester Transit Center	School	Canal	City Sphere of Influence
Class I Bike Path	Class I Bike Path	Higher Education	City Hall	School	Canal	City Sphere of Influence
Class II Bike Lane	Class II Bike Lane	Airport	Neighborhood/Community 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	

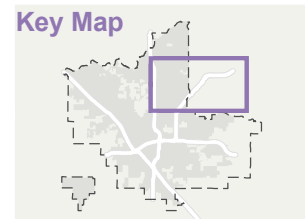
Figure 48

Build-Out Bikeways -  
Inset 2

# EXHIBIT B



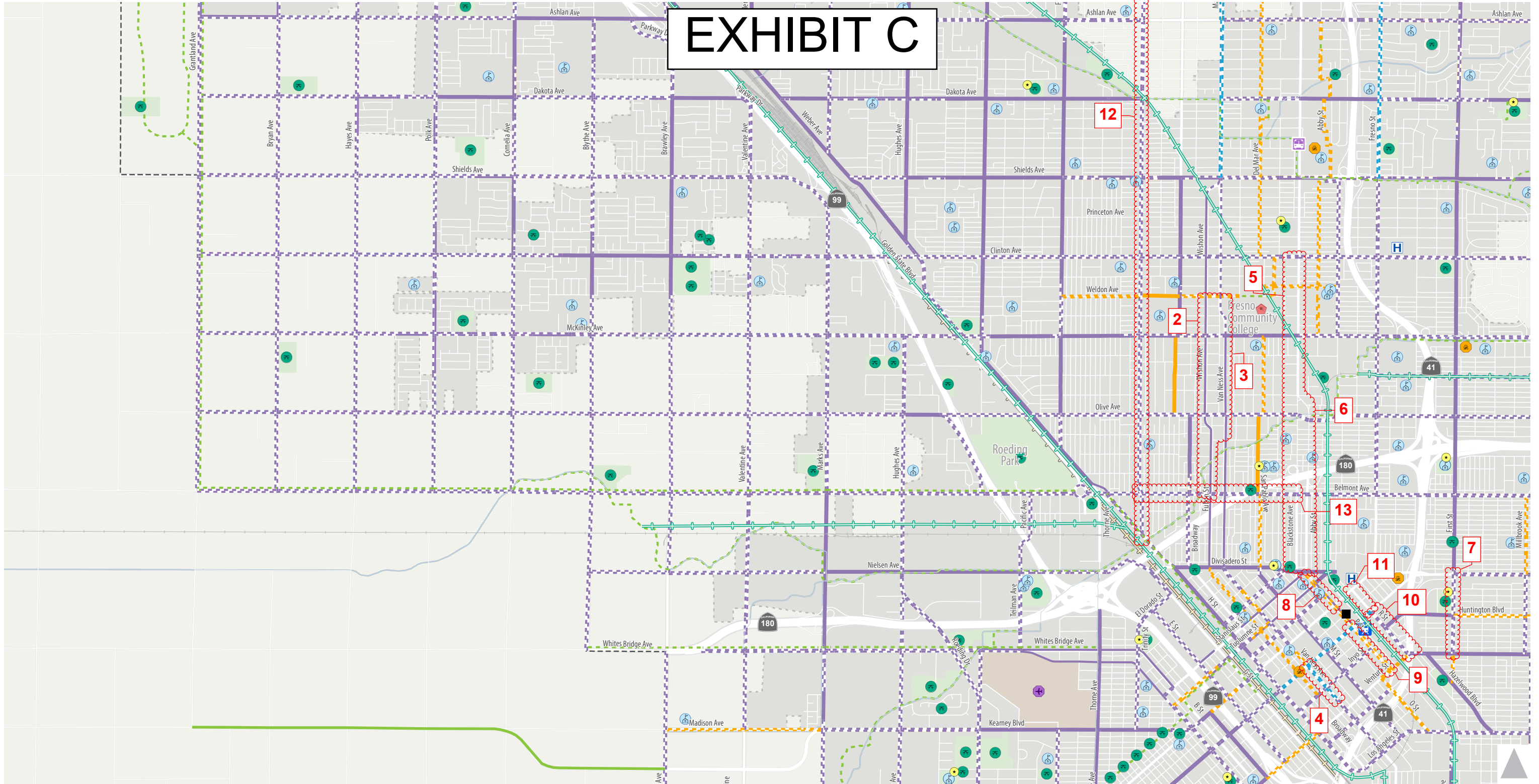
Source: City of Fresno, 2016



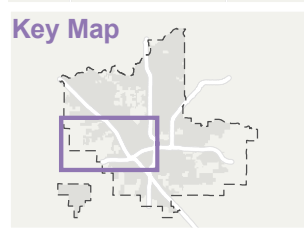
- |                                    |                                   |                         |                               |                           |          |                          |
|------------------------------------|-----------------------------------|-------------------------|-------------------------------|---------------------------|----------|--------------------------|
| <b>Existing Bicycle Facilities</b> | <b>Planned Bicycle Facilities</b> | <b>Key Destinations</b> | 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 |                          |
| Class III Bike Route               | Class III Bike Route              | Shopping                | Amtrak Station                | Rails-to-Trails           | Water    |                          |
| Class IV Separated Bikeways        |                                   | Hospital                | Park-and-Ride                 | High Speed Rail Alignment |          |                          |

Figure 48

Build-Out Bikeways -  
Inset 3



Source: City of Fresno, 2016



- |                                    |                                   |                         |                                  |                           |              |                                 |
|------------------------------------|-----------------------------------|-------------------------|----------------------------------|---------------------------|--------------|---------------------------------|
| <b>Existing Bicycle Facilities</b> | <b>Planned Bicycle Facilities</b> | <b>Key Destinations</b> | <b>Manchester Transit Center</b> | <b>School</b>             | <b>Canal</b> | <b>City Sphere of Influence</b> |
| 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           |              |                                 |
| Class IV Separated Bikeways        |                                   | Hospital                | Park-and-Ride                    | High Speed Rail Alignment |              |                                 |

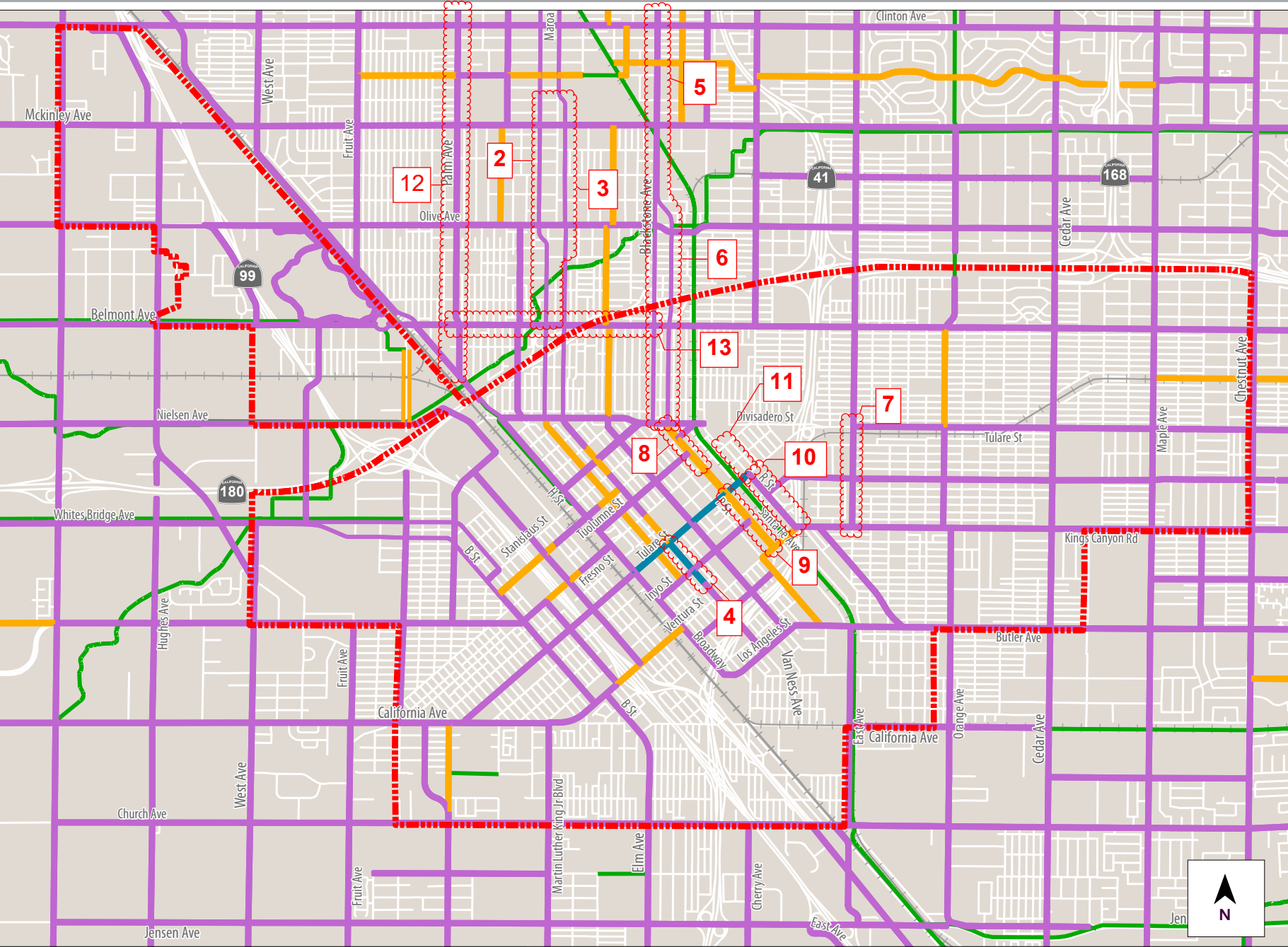
Figure 48

Build-Out Bikeways -  
Inset 4






# EXHIBIT D

## Downtown Neighborhoods Community Plan

FIGURE 3-1 - PROPOSED BICYCLE FACILITIES



Key

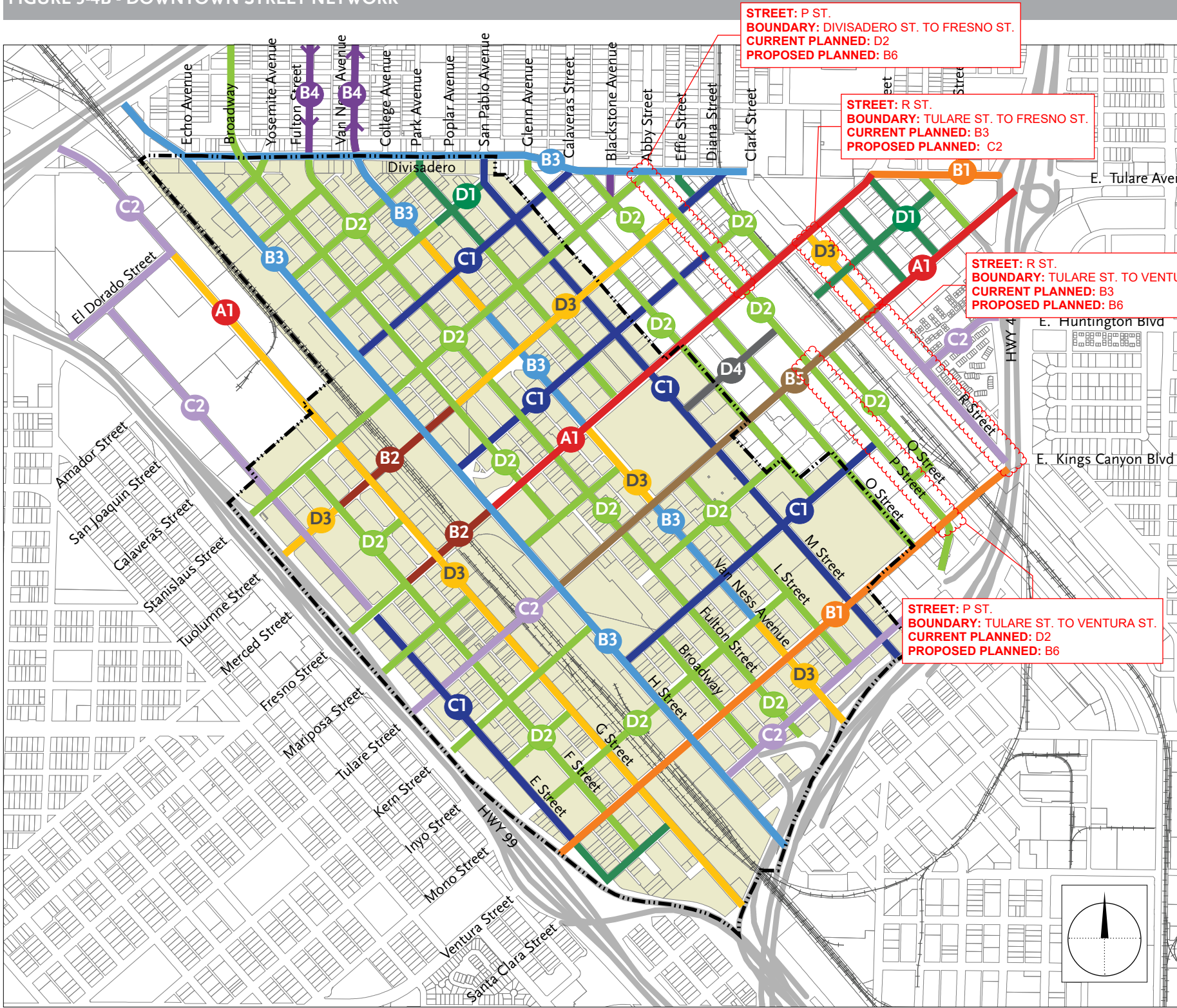
- |   |   |   |  |   |                           |
|---|---|---|--|---|---------------------------|
|  | <b>Planned Class I Bicycle Path</b><br>An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians* |  | <b>Planned Class III Bicycle Route</b><br>An on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards |  | <b>DNCP Plan Boundary</b> |
|  | <b>Planned Class II Bicycle Lane</b><br>An on-street lane identified with striping, stencils, and signs   |  | <b>Planned Class IV Cycle Track</b><br>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

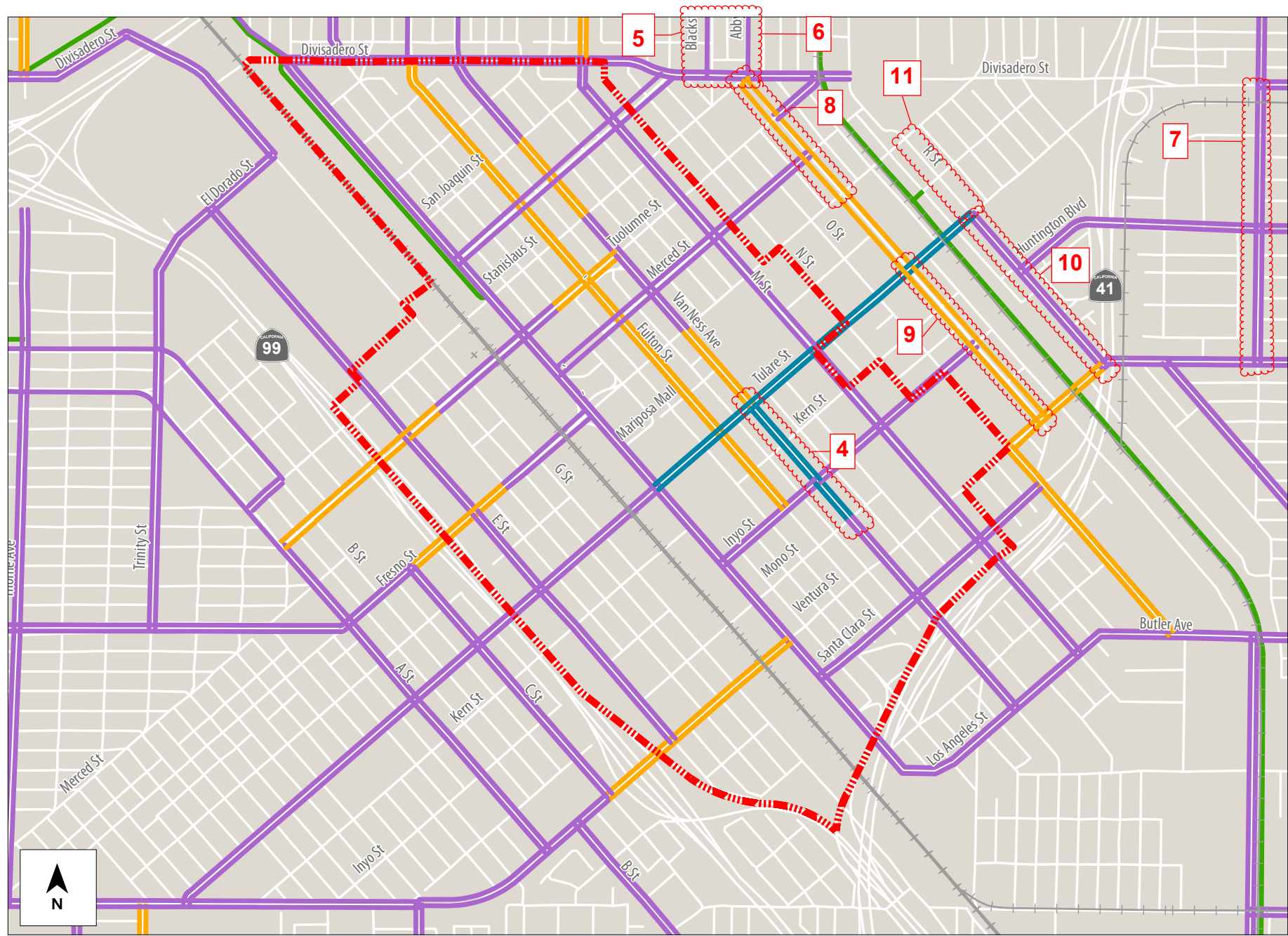


Key	
Arterials	
	Major Boulevard
	Boulevard with Bike Lanes
Collectors	
	Boulevard
	Boulevard with Bike Lanes
	Urban Collector, High Pedestrian Priority
	Boulevard with Bike Lane One Side
	Boulevard with Protected Bike Lanes
	Boulevard with Protected Bike Lanes and Parking
Minor Street with Bike Lanes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

# EXHIBIT F

## Fulton Corridor Specific Plan

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



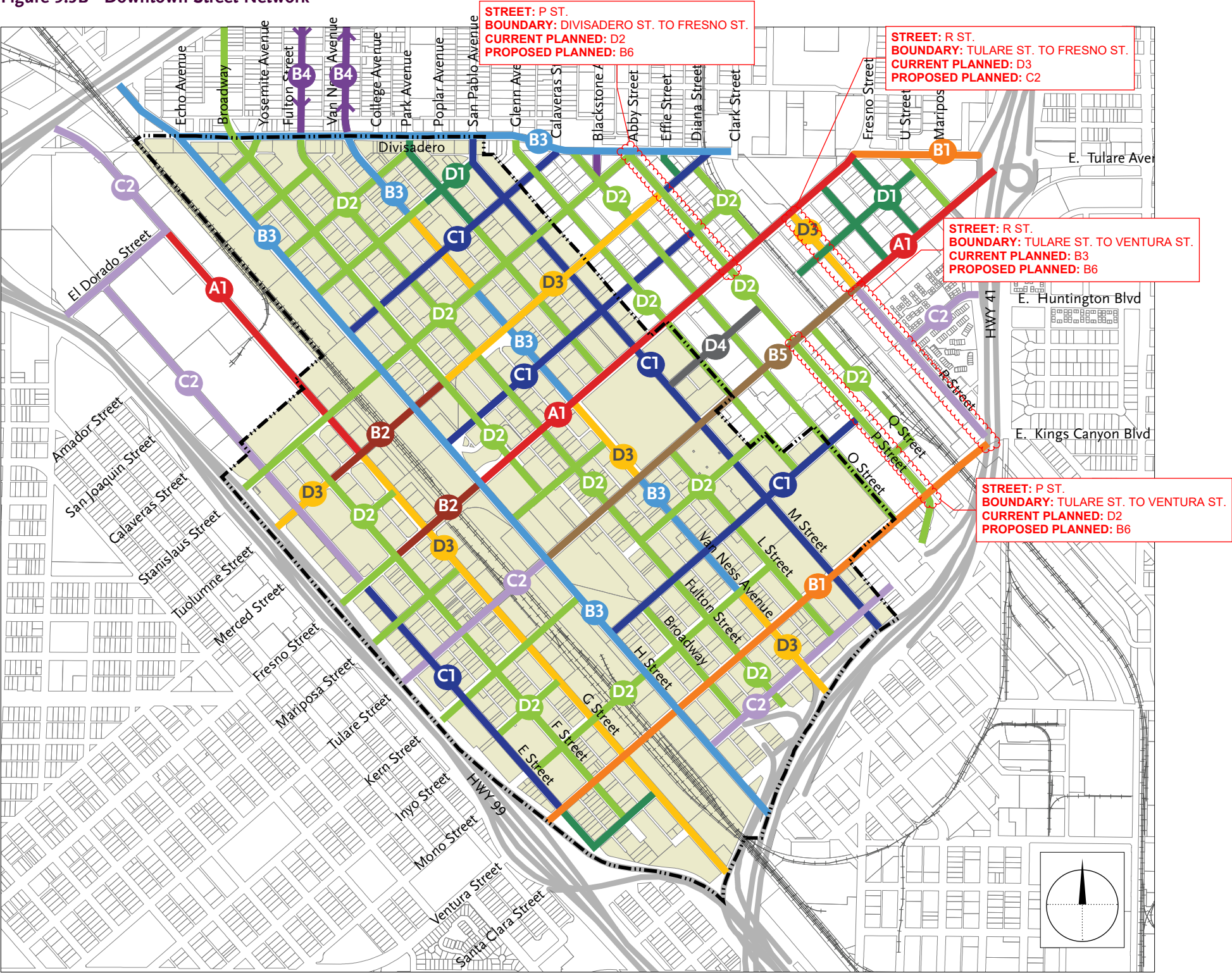
Key

- 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

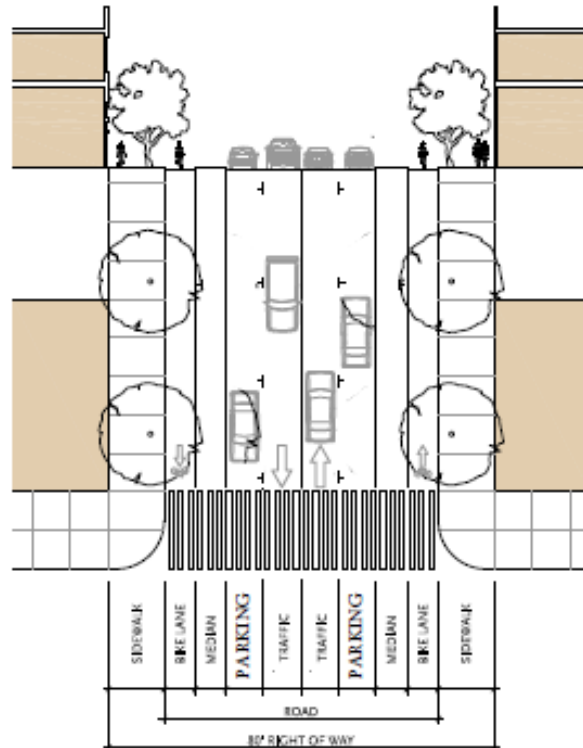
Figure 9.3B - Downtown Street Network



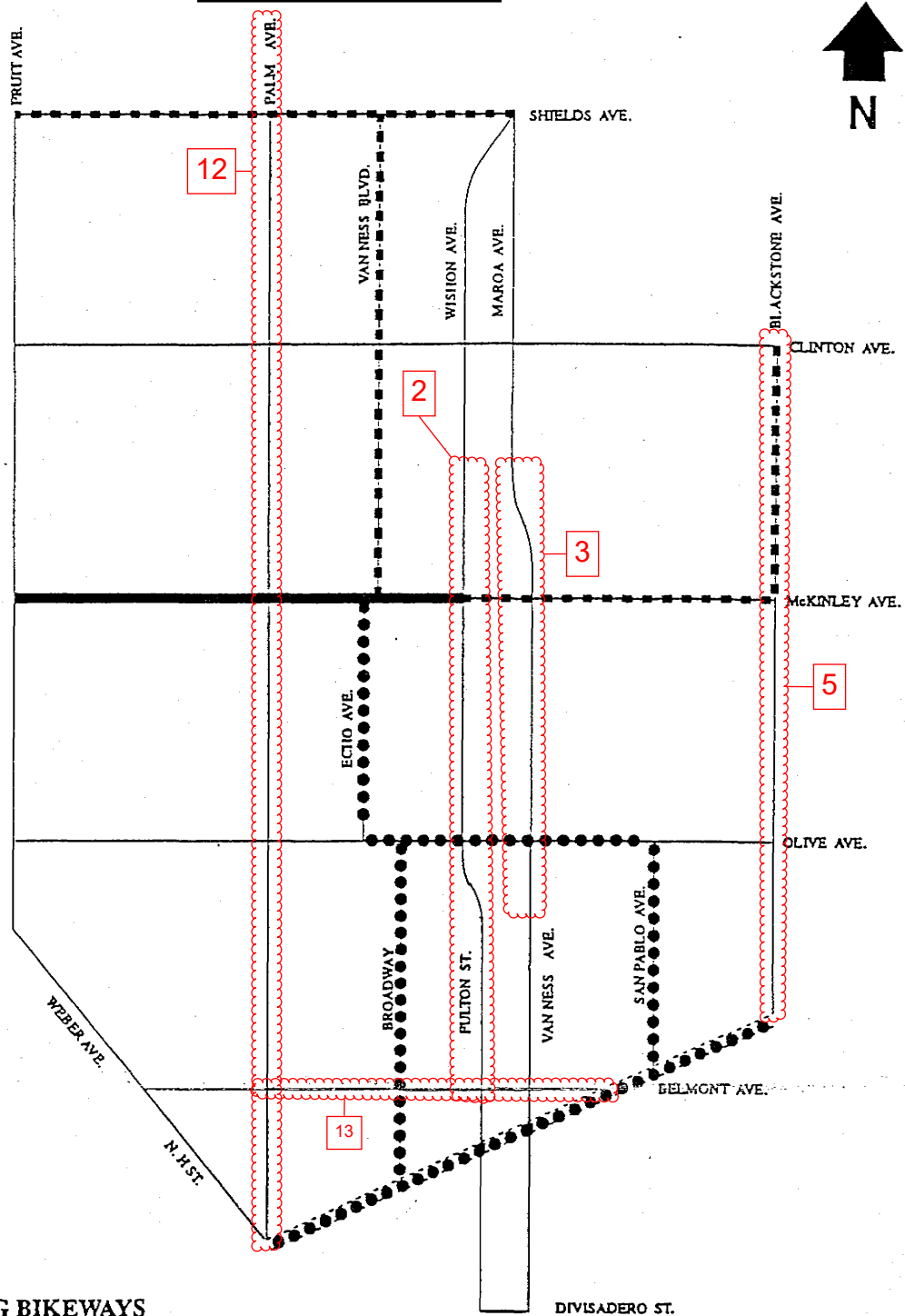
Key	
Arterials	
	Major Boulevard
Collectors	
	Boulevard
	Boulevard with Bike Lanes
	Urban Collector, High Pedestrian Priority
	Boulevard with Bike Lane One Side
	Boulevard with Protected Bike Lanes
	Boulevard with Protected Bike Lanes and Parking
	Minor Street with Bike Lanes
	High Pedestrian Priority,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

# 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



## TOWER DISTRICT SPECIFIC PLAN

EXISTING AND PROPOSED BIKEWAYS



FIGURE  
6-3