

<p>CITY OF FRESNO ADDENDUM TO MITIGATED NEGATIVE DECLARATION NO. A-16-015 for the ACTIVE TRANSPORTATION PLAN, PROGRAM ENVIRONMENTAL IMPACT REPORT NO SCH 2012041009 for the DOWNTOWN PLANS AND CODE, and ENVIRONMENTAL IMPACT REPORT NO 10108 for the TOWER DISTRICT SPECIFIC PLAN PREPARED FOR PLAN AMENDMENT APPLICATION NO. P20-03758 AMENDMENTS TO THE ACTIVE TRANSPORTATION PLAN, DOWNTOWN NEIGHBORHOODS COMMUNITY PLAN, FULTON CORRIDOR SPECIFIC PLAN AND TOWER DISTRICT SPECIFIC PLAN</p> <p><i>Prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines</i></p>		<p>This addendum was not circulated for public review pursuant to Section 15164(c) of the CEQA Guidelines</p>
<p>The full Mitigated Negative Declaration and Environmental Impact Reports are on file in the Planning and Development Department, Fresno City Hall, 3rd Floor 2600 Fresno Street Fresno, California 93721 (559) 621-8277</p>	<p>ENVIRONMENTAL ASSESSMENT NUMBER:</p> <p>P20-03758</p>	
<p>APPLICANT:</p> <p>City of Fresno 2600 Fresno Street Fresno, CA 93721</p>	<p>PROJECT LOCATION:</p> <p>The proposed Plan Amendment applies to 13 roadway segments within the City of Fresno, most of which are located in the Downtown area; see Exhibit A for more details.</p>	

PROJECT DESCRIPTION:

Plan Amendment Application No. P20-03758 requests approval to re-classify 16.6 lineal miles of bikeways and correspondingly amend several plans in order to qualify for grant funds to improve those segments. Detail on the location and classification of the amendments is included in Attachment 1 attached.

The Active Transportation Plan (ATP), adopted by City Council on March 2, 2017, is a comprehensive guide outlining the City's vision for active transportation and includes a complete network of trails, sidewalks, and bikeways. These facilities were also planned in the Downtown Neighborhoods Community Plan (DNCP) and the Fulton Corridor Specific Plan (FCSP) adopted in 2016. The Tower District Specific Plan, although much older than the downtown plans, also had a vision for bicycle transportation which is now proposed for amendment. In order to obtain funding for these bicycle facilities, they must be identified in the ATP to make them eligible. The DNCP, the FCSP and the Tower District Specific Plan reference the ATP's bikeways in their exhibits and therefore need to be updated to be consistent.

Background

The Plan Amendments consist of re-classifying nine planned bikeways from Class II or Class III to Class IV, reclassifying one segment from Class IV to Class II and adding classification to three segments not previously identified. Included in the amendments is a new cross section conceptually laying out a downtown collector street with a Class IV bikeway with parking. The Class IV bikeway is known as "B-6 - Boulevard with Protected Bike Lanes and Parking."

The Mobility and Transportation Element of the Fresno General Plan includes the following bikeway classifications:

- Class I: Bicycle or multi-use (bicycle-pedestrian) path which is completely separated from vehicle traffic and typically a 10- to 12-foot wide concrete/asphalt-concrete paved surface with two-foot wide shoulders;
- Class II: Designated on-street bicycle lane which is identified with painted pavement striping and signing and is typically at least five feet in width;
- Class III: On-street bicycle route which is designated by signs and markings and utilizes the paved surface shared with a low volume of motorized vehicles
- Class IV: Separated on-street bicycle lane, commonly known as "cycle track," which is physically separated from motor vehicle traffic by a minimum three foot buffer and vertical element, distinct from the sidewalk, designed exclusively for bicyclists, and seven feet in width.

All proposed changes are upgrades except the reclassification from Class IV to Class II on Van Ness Blvd, from Tulare to Mono Streets in downtown. The reason for this is that Van Ness Boulevard has many existing constraints and does not have the roadway width to make the Class IV facility feasible. Therefore it is being reclassified to a Class II. In exchange, P Street is proposed to be reclassified to

a Class IV from a Class III, which will create a better connection at Divisadero, to the proposed Class IV on Abby Street.

The purpose of all of the proposed amendments is to advance the goals of the Active Transportation Plan, which are:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities
- Improve the geographic equity of access to walking and bicycling facilities in Fresno
- Fill key gaps in Fresno's walking and bicycling networks

The ATP is intended to implement the goals and policies in the General Plan. Policy MT-4-a below, in the Mobility and Transportation Element, demonstrates this relationship:

MT-4-a Active Transportation Plan: To the extent consistent with this General Plan, continue to implement and periodically update the Active Transportation Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.

Analysis

CEQA Section 15164(a) states that the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. CEQA Section 15164(b) states that an addendum to a Negative Declaration may be prepared if minor technical corrections or additions are necessary or none of the conditions described in 15162 calling for the preparation of a subsequent environmental document have occurred.

CEQA Section 15162 states that when an EIR has been certified or a Negative Declaration adopted for a project, no subsequent EIR or Negative Declaration shall be prepared unless one or more of the following occur:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerable different from those analyzed in the previous EIR [or Negative Declaration] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Plan Amendment No. P20-03758 is consistent with CEQA Sections 15164(a), 15164(b), and 15162 because the Amendments contemplated are considered minor technical changes to the ATP, DNCP, FCSP and Tower District Specific Plan, and none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or Negative Declaration have occurred. All proposed reclassifications of the 16.6 lineal miles of bikeways are proposed to occur on existing streets within existing curb-to-curb street right-of-way. The improvements would involve restriping to delineate the reclassified bikeway and a buffer zone and vertical elements for the Class IV facilities. The vertical elements could be planter boxes, parked cars, raised curbs or flexible posts. The proposed plan amendments would not involve any street widenings, property acquisition, new land use designations or rezonings, removal of trees or landscaping, demolition or excavation, flood, fire or hazards risk. See attachment 2 Environmental Operational Statement for additional details.

Plan Amendment P20-**03758** involves 4 previous projects/plans: the Active Transportation Plan, the Downtown Neighborhoods Community Plan, the Fulton Corridor Specific Plan, and the Tower District Specific Plan. All of these plans call for increased and improved bicycle circulation, as noted below:

Active Transportation Plan (2017)

The ATP includes Class IV Bikeways, and is closely tied to the downtown plans, stating that the downtown area is particularly well-suited to these types of bikeways because “the concentration of bicyclist destinations as well as motor vehicle traffic, make them particularly beneficial.” Furthermore, the ATP anticipated that Class II facilities could be reclassified to Class IV, stating that “some corridors planned for Class II bike lanes in this plan may be considered for Class IV treatment during the project development phases.” Further, Mitigated Negative Declaration A-16-015 prepared for the ATP did not identify any potential impacts related to the designation of Class II or Class IV bikeways. Finally, the scope of Plan Amendment P20-03758 is very minor, covering 16.6 lineal miles, compared to the overall scope of the ATP, which covers over 1,122 lineal miles of Class II and Class IV bikeways.

Downtown Neighborhoods Community Plan (2016)

The creation of bicycle-friendly corridors was integral to the vision of the DNCP. The goal and policies listed below support the creation of a comprehensive bicycle network in the plan area. Note that policy no. 3.6.5, below, calls for the addition of Class II, III and IV bicycle facilities wherever possible.

3.6 Create a comprehensive bicycle network in the Downtown Neighborhoods.

Intent: To create a comprehensive, well-connected bicycle network that provides residents with a viable mode of citywide transportation and increases health and physical activity.

3.6.1 Develop a continuous bikeway system that provides linkages between bikeway components and access to major traffic generators such as commercial centers, schools, recreational areas, transit stops, and major public facilities.

3.6.2 Maintain bicycle facilities so that they are safe and secure, and facilitate the linkages between cycling and other modes of transportation.

3.6.3 When legally permissible, require that planned bike facilities be required as a condition of approval of new development adjacent to the planned bike facilities.

3.6.4 Provide bicycle parking (bike racks and bike lockers) and other necessary bicycle facilities such as wayfinding/signage at and to key destinations, including schools, retail districts, government buildings, jobs centers, and transit stations. The amount of bicycle parking should support expected future travel by bicycle transportation.

3.6.5 Add and improve Class II or III, or IV bike facilities whenever possible, expanding the bicycle network and linking with areas in and beyond Downtown.

3.6.6 Strive to implement Class II or IV bike lanes at major bus transfer locations to avoid conflicts between cyclists and buses. Explore solutions to reduce conflicts such as placing bus stops in the parking lane.

Fulton Corridor Specific Plan (2016)

Like the DNCP, incorporating a complete bicycle network was integral to the vision of the FCSP. The goals and policies listed below support the creation of a comprehensive bicycle network in the plan area. Note that policy no. 9-13-2, below, calls for the addition of Class II, III and IV bicycle facilities wherever possible.

Goal 9-1-3 Prioritize pedestrian and bicycle improvements in Downtown as a strategy for economic development.

Goal 9-13 Make bicycling an attractive and efficient mode of everyday transportation for residents and employees of all ages.

Policies

9-13-1 As funds become available, prioritize bicycle facilities improvements identified in the upcoming Active Transportation Plan (ATP).

9-13-2 Add and improve Class II, III, or IV bike facilities whenever possible, expanding the bicycle network and linking with areas in and beyond Downtown.

9-13-3 As funds become available, introduce the "Downtown Rail Trail," a Class I bike facility within

proposed Railroad Linear Park (see **Section 8.3.B.2**).

9-13-4 Utilize technology to support an improved level of service for bicyclists within the needs and context of Downtown. Management strategies include traffic signal synchronization, traffic signal optimization, real time traffic signal operations, bicycle lanes, and bicycle detection at signal-controlled intersections.

9-13-5 Design Class II bike routes at major bus transfer locations to avoid conflicts between bicyclists and buses. Explore solutions to reduce conflicts such as placing bus stops in the parking lane.

9-13-6 Provide bicycle parking at key destinations, including schools, retail districts, government buildings, jobs centers, and transit stations. The amount of parking should support expected future travel by bicycle transportation.

All changes included in Plan Amendment P20-03758 are considered upgrades to the bicycle system in the plan area. The Downtown Plans and Code Program EIR, certified in 2016, found in the Air Quality section, that the implementation of the proposed plans and relevant policies for this area were expected to reduce per capita motor vehicle emissions to the extent feasible. This is well stated in the FCSP: “By improving Downtown, this Plan helps to expand access and make Downtown more inviting and attractive to everyone. Over time, Downtown’s wide streets are put to better use, creating space for public transit, bicycles, and pedestrians, and connecting and creating synergy with adjacent neighborhoods and institutions that are within walking and biking distance of Downtown.”

The FCSP and DNCP follow principles including infill development, mix of land uses, an interconnected street system, and a high level of walkability and bikability that have been documented to reduce vehicle miles traveled (see CAPCOA’s 2010 report Quantifying Greenhouse Gas Mitigation Measures). No mitigation measures beyond General Plan policies, ordinances, and regulations are available to further reduce this impact.

In addition, the following was a mitigation measure in the EIR:

MM TRANS-7 The City shall update the Bicycle, Pedestrian, and Trails Master Plan to reflect the proposed changes in the DNCP and FCSP. The implementation of this mitigation measure would maintain consistency among the City’s plans for bicycle facilities and lessen proposed project’s impact to less than significant.

Tower District Specific Plan (1991)

The goal of the TDSP in general is to preserve the historic fabric of the neighborhood, including its unique human scale, mix of uses, and walkability. The TDSP supports the implementation of future bikeways. The TDSP acknowledges that the plan area has characteristics which already facilitate bicycling: a grid system, mature trees for aesthetics and shade, and compact urban form. The bicycle planning focus is on destination points and activity centers. The Tower Plan supports improvements that would encourage the use of the bicycle as a viable transportation alternative, the safety of bicycle riders, and the use of the bicycle within the total transportation network (Section 6.2, Bicycle & Pedestrian Circulation).

The proposed additions of bicycle facilities on streets in the plan area were considered infeasible when the plan was written due to parking conflicts and the perceived need to acquire additional right-of-way to accommodate cyclists, which was inconsistent with the plan. However, the unique design of Class IV bikeways facilitates safe bicycle travel and parking to co-exist within existing right-of-way, thus making these changes possible. Therefore, these revisions constitute minor technical changes.

Since the proposed project will not result in additional impacts, it may be determined that: (1) The project falls within the scope of Mitigated Negative Declaration A-16-015 prepared for the Active Transportation Plan, PEIR SCH No. 2012041009 prepared for the Downtown Plans and Code; and EIR No. 10108 prepared for the Tower District Specific Plan; (2) No substantial changes are proposed in the project which require major revisions to the previous environmental finding due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) No substantial changes will occur with respect to the circumstances under which the project is undertaken; and, (4) No new information, which was not known and could not have been known, at the time the environmental finding for MND A-16-015, PEIR SCH No. 2012041009, or EIR No. 10108 was adopted, has become available.

Therefore, the City of Fresno has determined that an addendum to MND A-16-015, PEIR SCH No. 2012041009, and EIR No. 10108 is appropriate given that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred; and new information added is only for the purposes of providing minor changes or additions, in accordance with Section 15164 of the CEQA Guidelines.


Section 15162 provides that when a EIR has been adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

FINDINGS PURSUANT TO SECTION 15162 OF THE CEQA GUIDELINES.

(1) *Substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

Finding (1):	Plan Amendment Application No. P20-03758, an amendment to the City's Active Transportation Plan, Downtown Neighborhoods Community Plan, Fulton Corridor Specific Plan and Tower District Specific Plan, is still within the scope of the ATP MND No. A-16-015 the Downtown Plans and Code PEIR and the Tower District Specific Plan EIR No. 10108. All programs, land uses and zoning are consistent with the programs, land use and zoning defined in the Fresno General Plan.
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(2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,*

<p>Finding (2):</p>	<p>No substantial changes have occurred with respect to the circumstances under which Plan Amendment P20-03758 is being adopted that would require revisions to the previous ATP MND No. A-16-015, the Downtown Plans and Code PEIR and the Tower District Specific Plan EIR No. 10108 as no new impacts have been generated. It remains consistent with the General Plan and fully within the scopes of the aforementioned environmental documents.</p>
<p>(3) <i>New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MEIR and PEIRs were adopted, shows any of the following: (A) The project will have one or more significant effects not discussed in the previous MEIR; (B) Significant effects previously examined will be substantially more severe than shown in the previous MEIR; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; and, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous MEIR, would substantially reduce one or more significant effects on the environment.</i></p>	
<p>Finding (3):</p>	<p>No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental determination was adopted, has become available.</p> <p>No mitigation measures or alternatives previously found not to be feasible are now determined to be feasible and no mitigation measures or alternatives which are considerably different from those analyzed in the previous ATP MND No. A-16-015, the Downtown Plans and Code PEIR or the Tower District Specific Plan EIR No. 10108 would substantially reduce one of more significant effects on the environment. The mitigation measures identified in the ATP MND and the Mitigation and Monitoring Reporting Programs EIRs are still appropriate and feasible and no additional mitigation measures are necessary, since no additional impacts have been identified.</p> <p><i>*Downtown Plans and Code refers to the Downtown Neighborhoods Community Plan, the Fulton Corridor Specific Plan, and the Downtown Development Code.</i></p>
<p>ADDENDUM PREPARED BY: Sophia Pagoulatos, Planning Manager</p>	<p>SUBMITTED BY:</p> <p></p> <p>Sophia Pagoulatos, Planning Manager CITY OF FRESNO PLANNING AND DEVELOPMENT DEPARTMENT</p>
<p>DATE: February 11, 2021</p>	

Attachment 1: Tables/Maps

Attachment 2: Environmental Checklist

Attachment 1: Tables/Maps

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

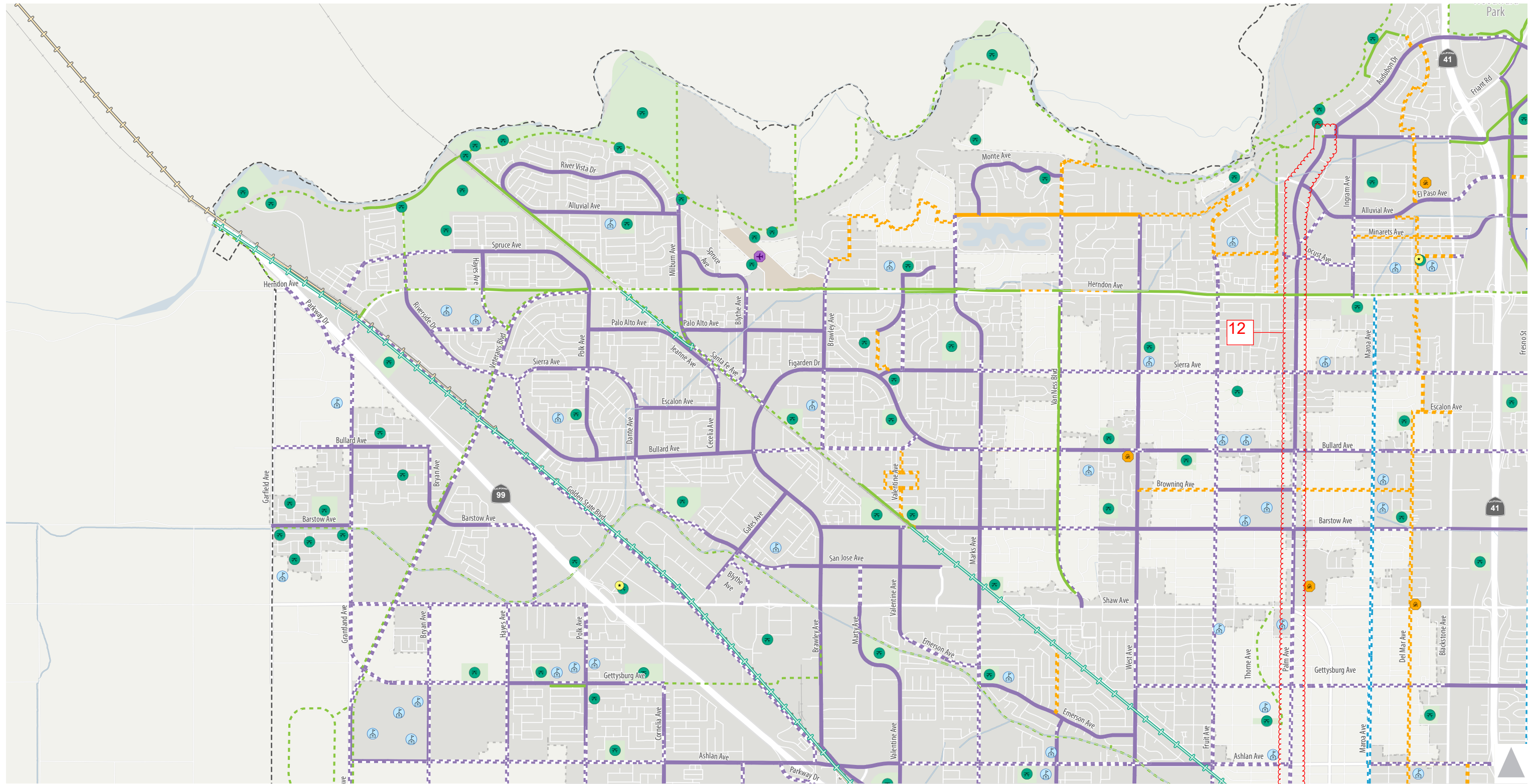
Table 1 – Exhibits

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

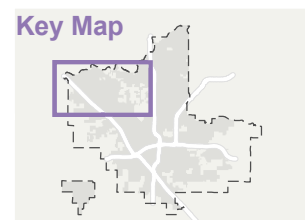
Table 2 – Proposed Bikeway Classification Amendments

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



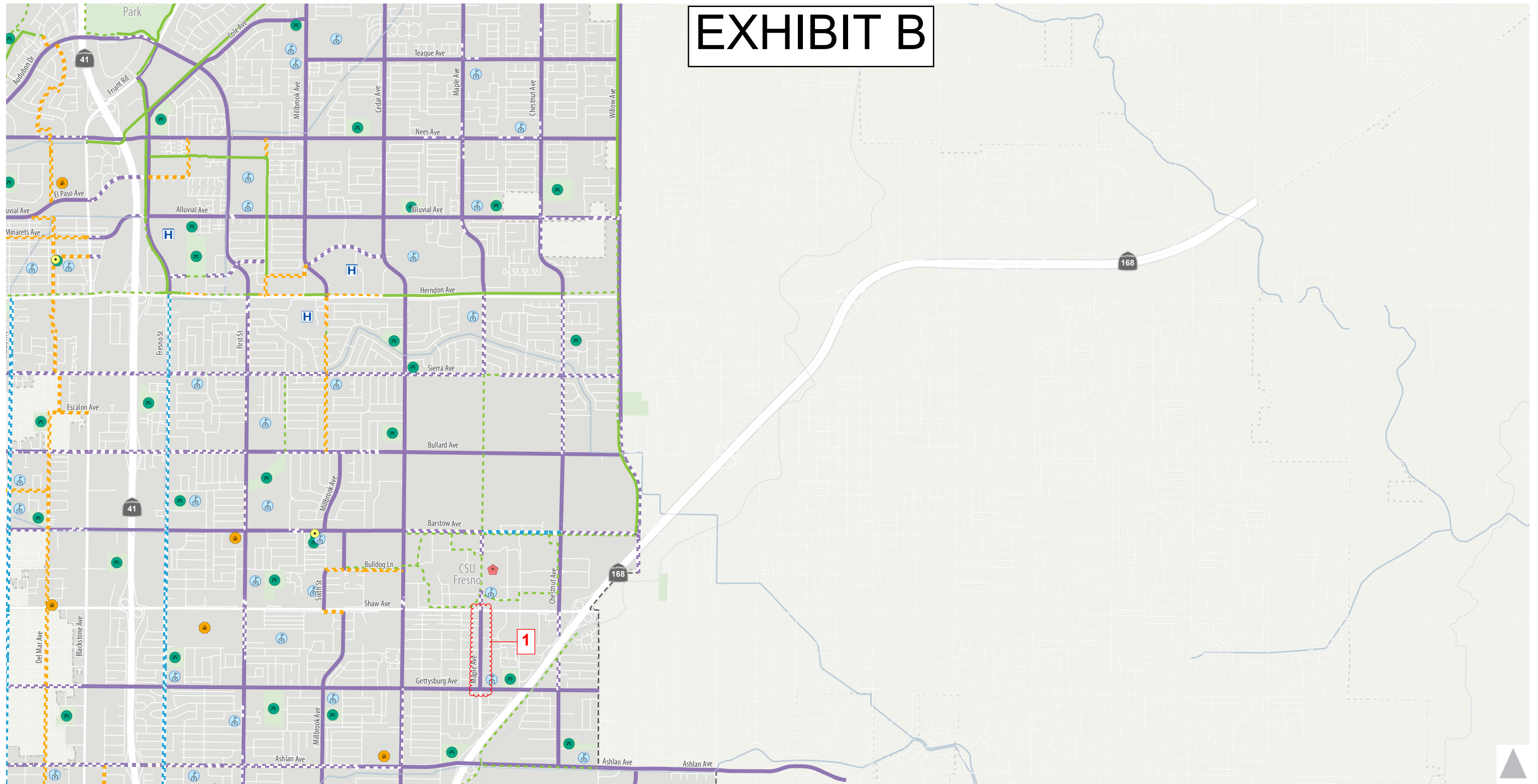
Source: City of Fresno, 2016



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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 | | |
| Class IV Separated Bikeway | | Hospital | Park-and-Ride | High Speed Rail Alignment | | |

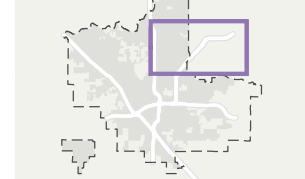
Figure 48
Build-Out Bikeways -
Inset 2

EXHIBIT B



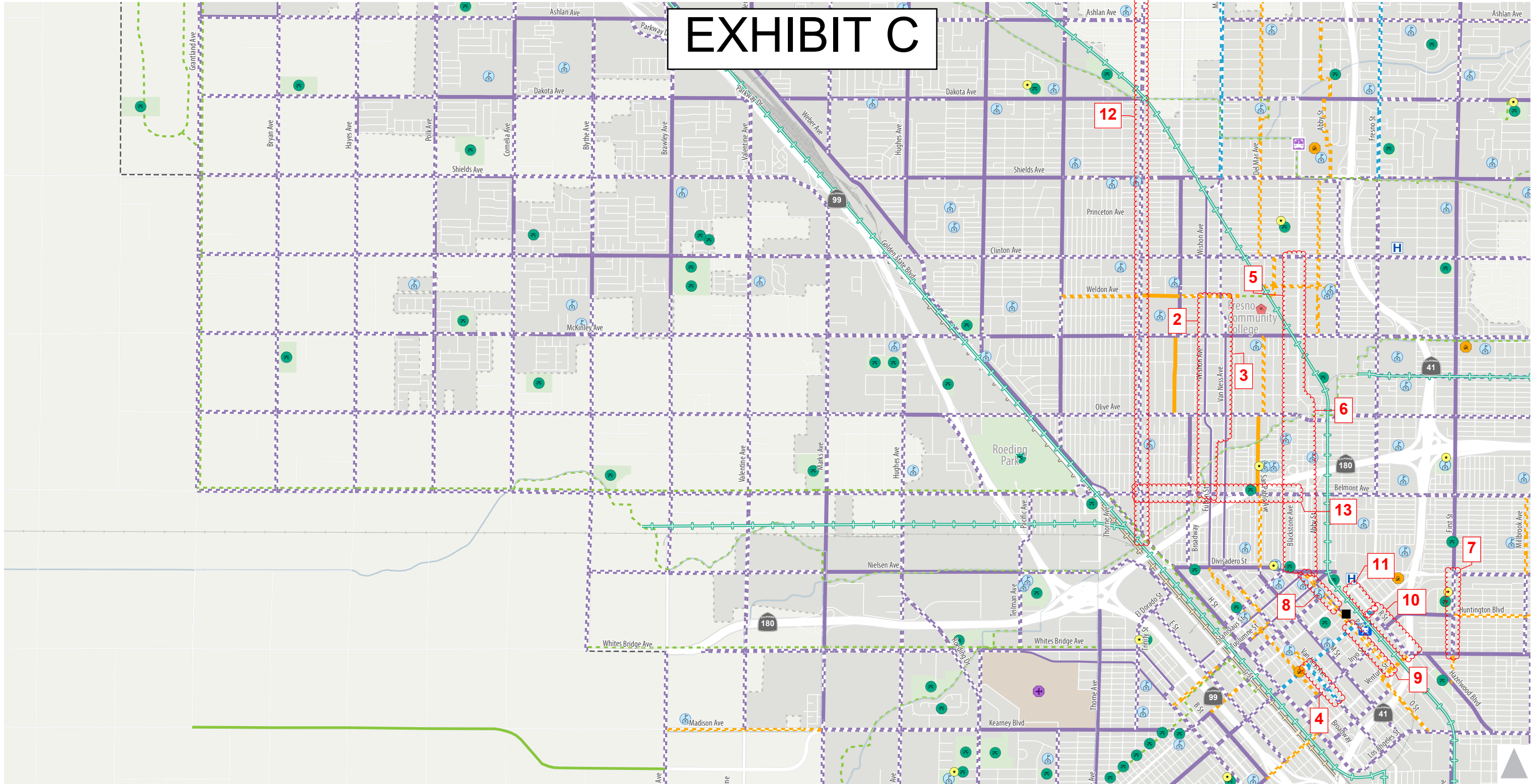
Source: City of Fresno, 2016

Key Map

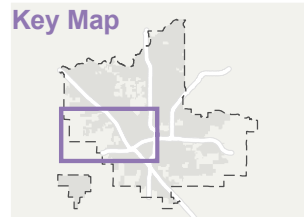


Existing Bicycle Facilities	Planned Bicycle Facilities	Key Destinations	Manchester Transit Center	School	Canal	City Sphere of Influence
Class I Bike Path	Class I Bike Path	Higher Education	City Hall	Park	Parks	Cities
Class II Bike Lane	Class II Bike Lane	Airport	Neighborhood/Community Center	Rail	Airports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



- | | | | | | | |
|------------------------------------|-----------------------------------|-------------------------|-------------------------------|---------------------------|----------|--------------------------|
| 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 | | |
| Class IV Separated Bikeways | | Hospital | Park-and-Ride | High Speed Rail Alignment | | |

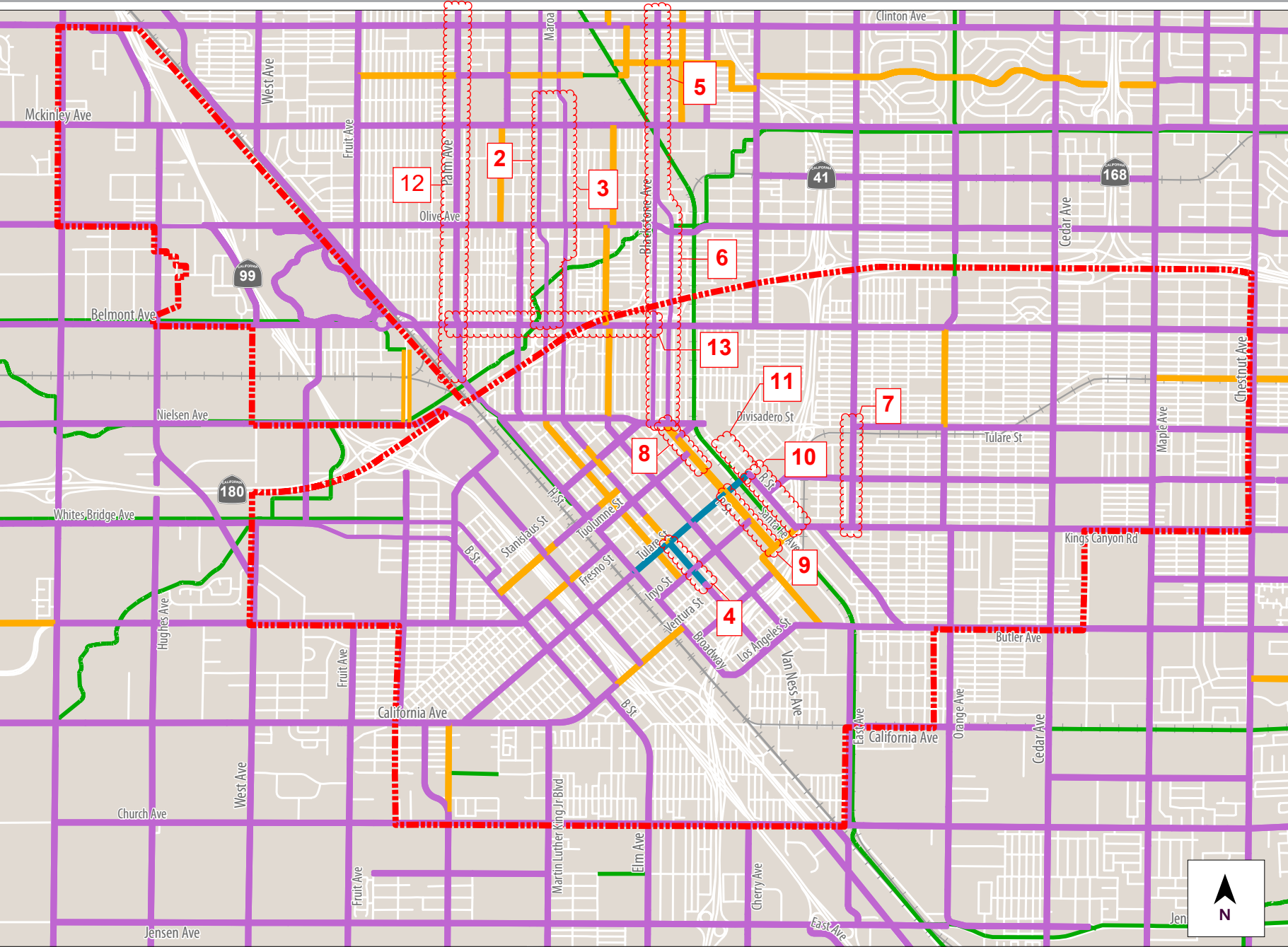
Figure 48

Build-Out Bikeways -
Inset 4

EXHIBIT D

Downtown Neighborhoods Community Plan

FIGURE 3-1 - PROPOSED BICYCLE FACILITIES



Key

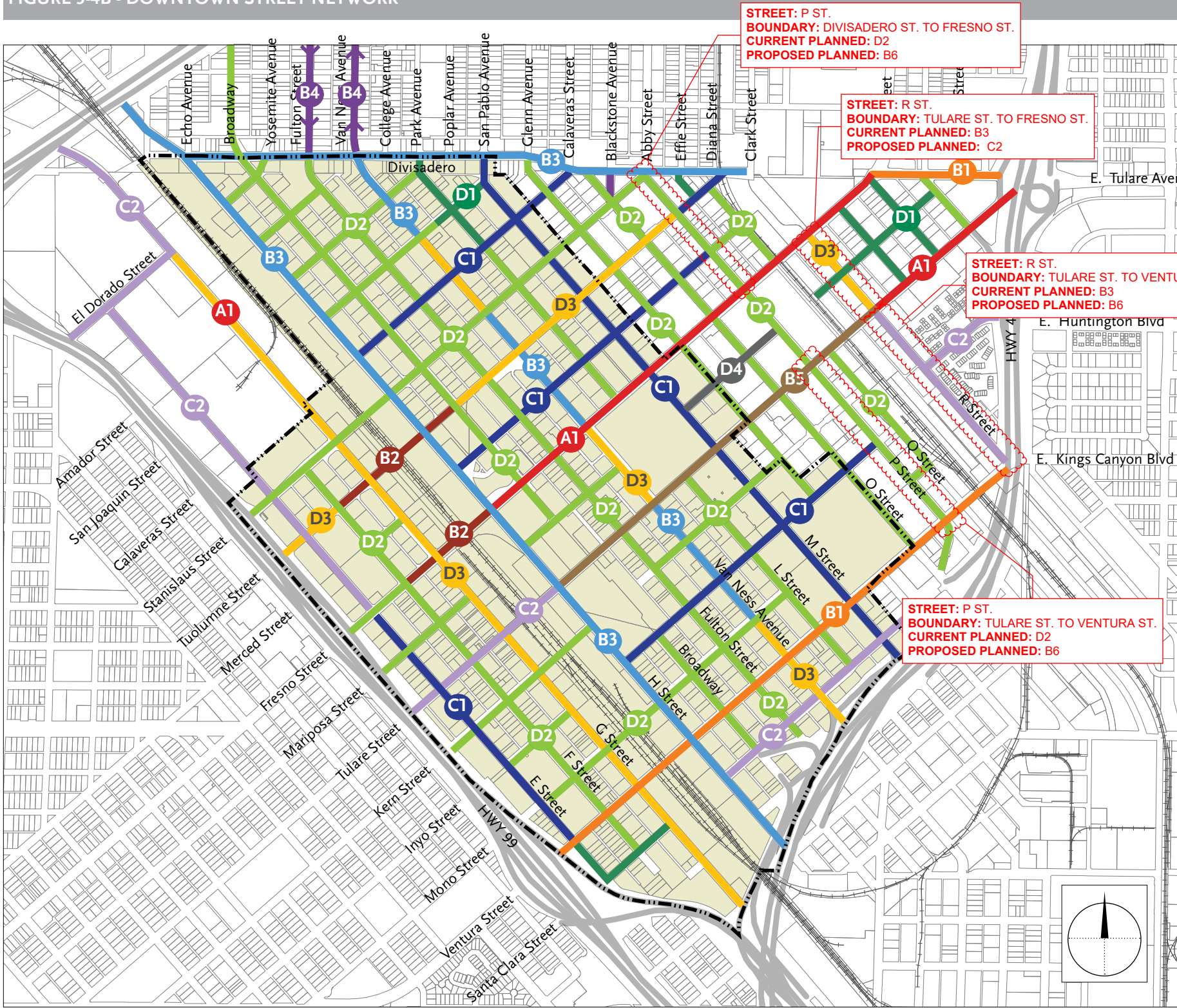
- Planned Class I Bicycle Path**
An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians*
- Planned Class II Bicycle Lane**
An on-street lane identified with striping, stencils, and signs
- Planned Class III Bicycle Route**
An on-street bike route 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.
- DNCP Plan Boundary**

* 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

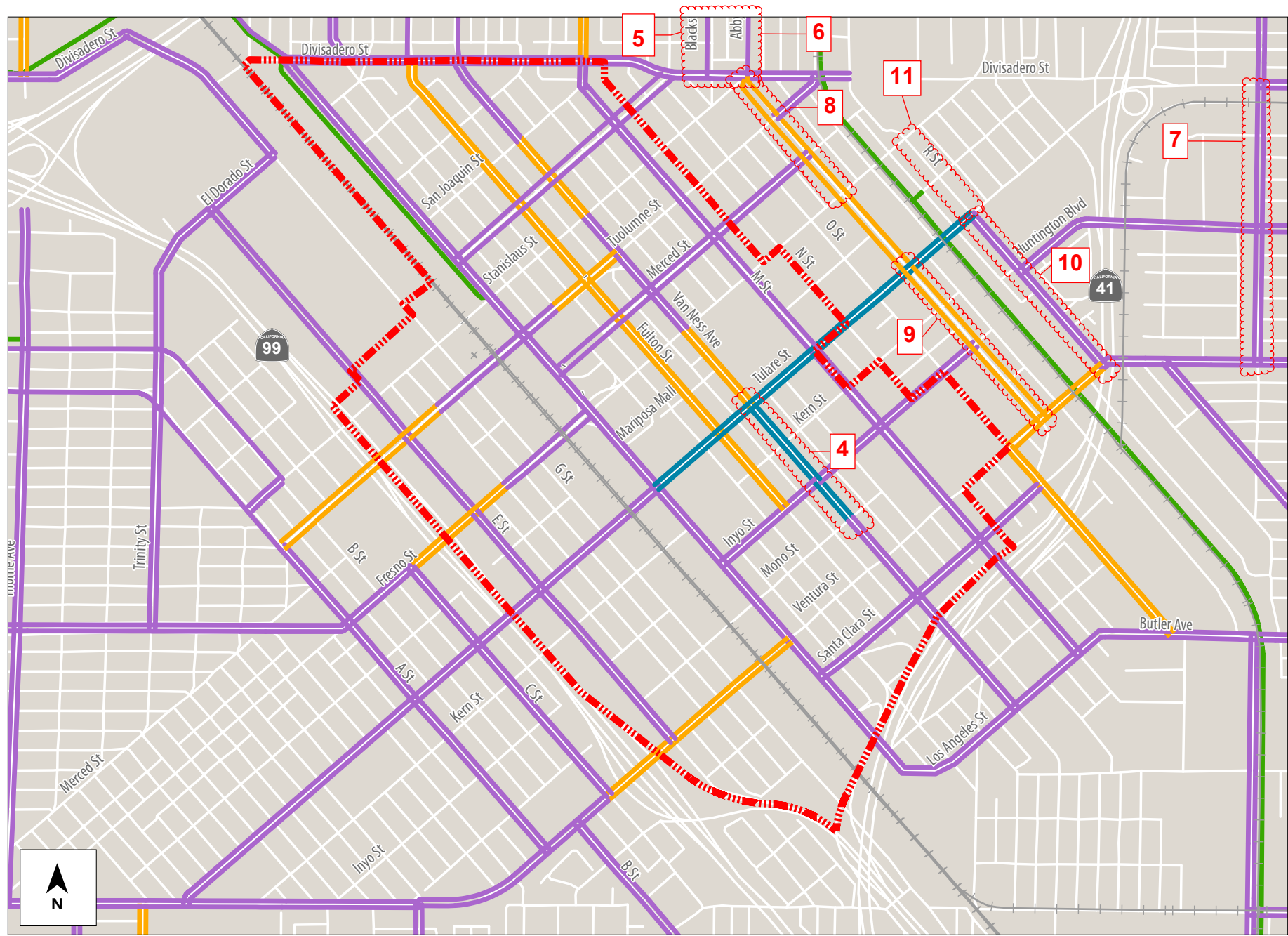


Key	
Arterials	
	Major Boulevard
	Boulevard with Bike Lanes
Collectors	
	Boulevard
	Boulevard with Bike Lanes
	Urban Collector, High Pedestrian Priority
	Boulevard with Bike Lane One Side
	Boulevard with Protected Bike Lanes
	Boulevard with Protected Bike Lanes and Parking
Minor Street with Bike Lanes	
	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)



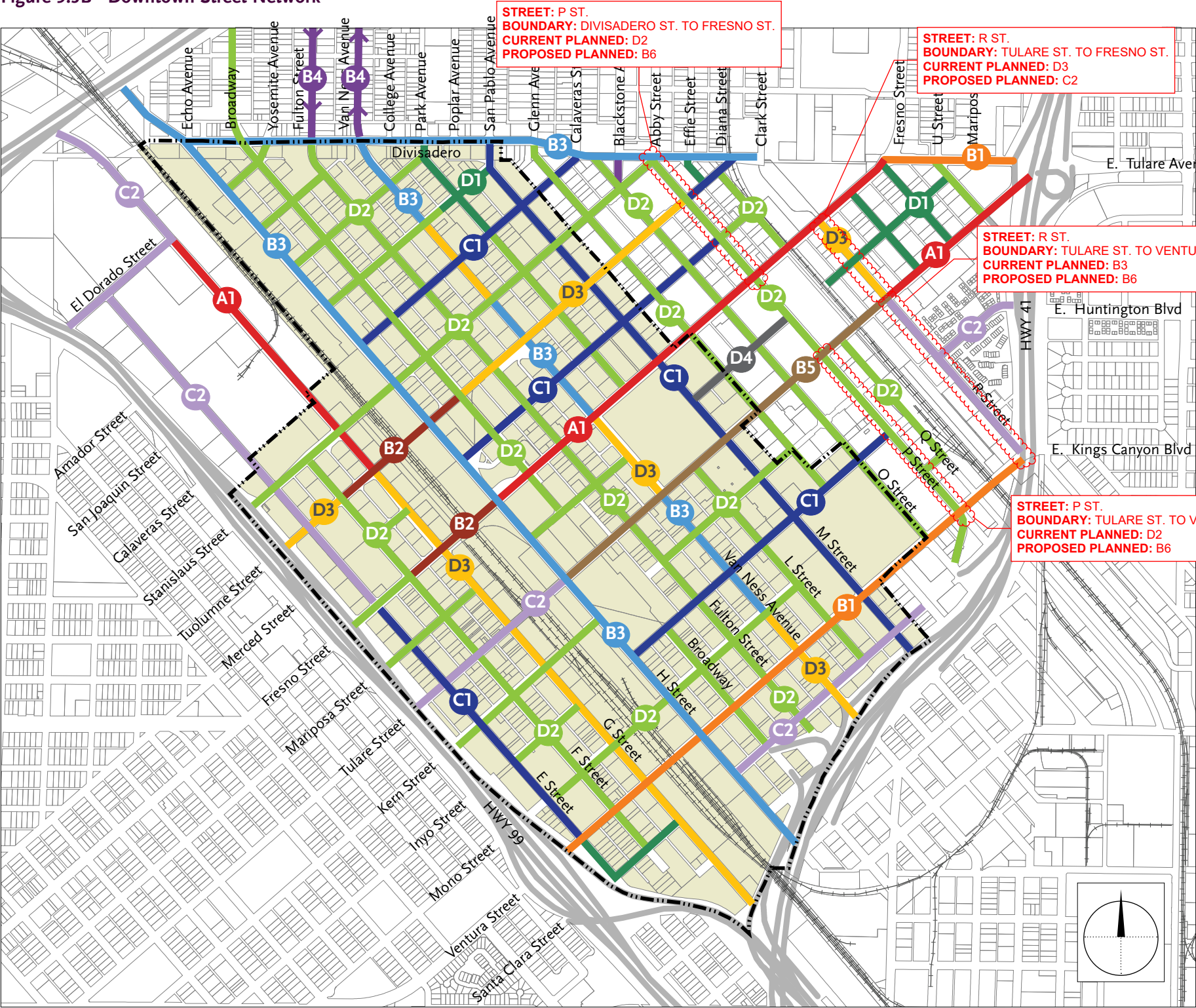
Key

- 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
	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.

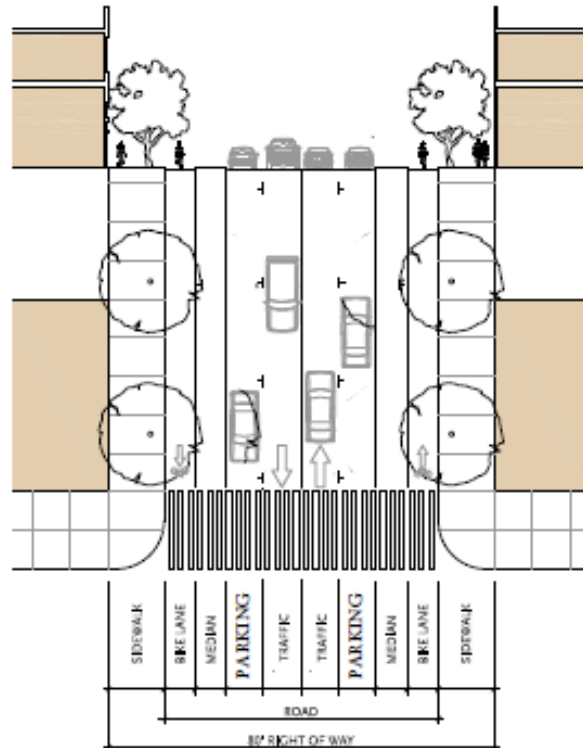
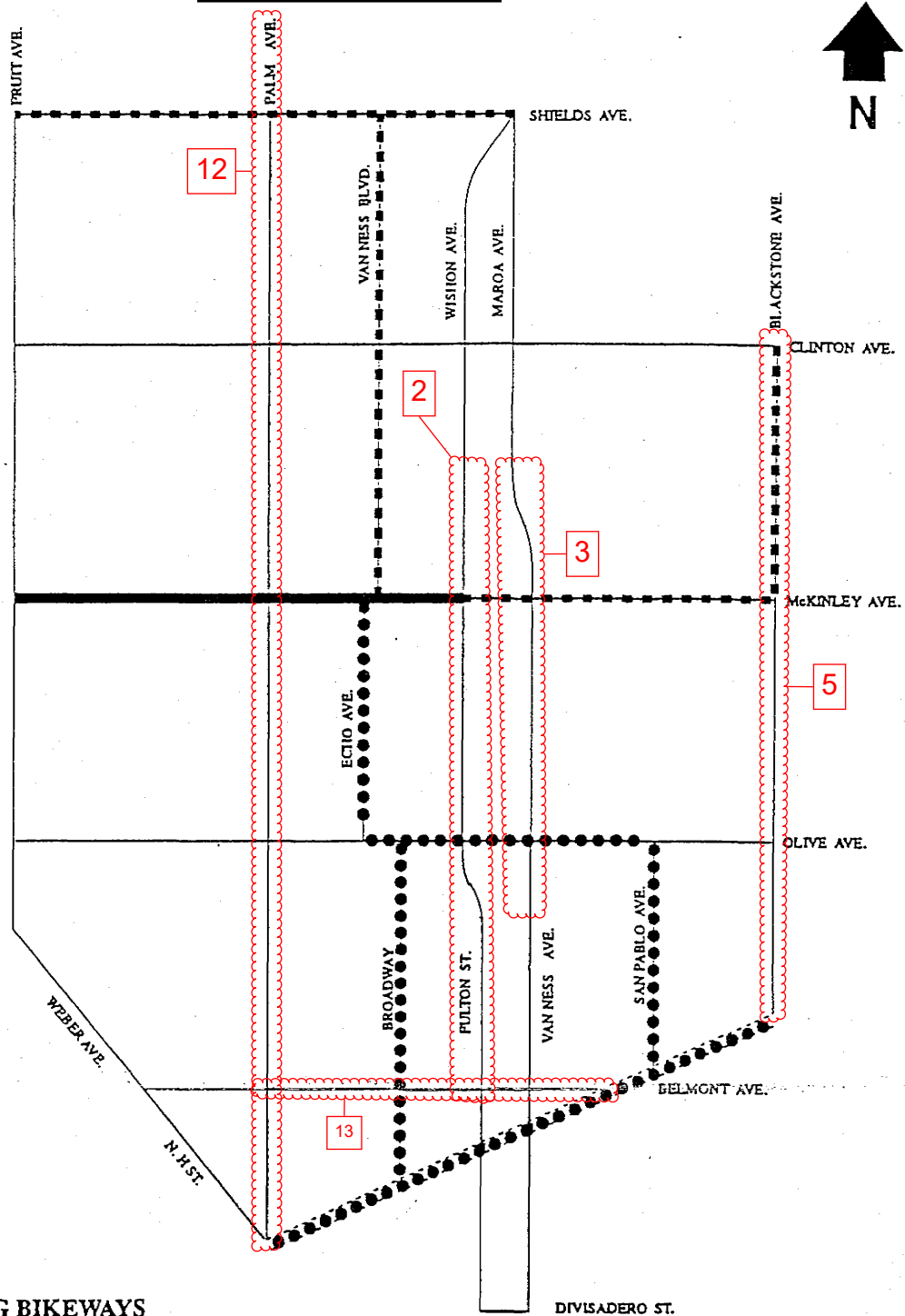


EXHIBIT I



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

Attachment 2: Environmental Checklist



Development & Resource Management Department
Development Services Division
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

Project Name: _____ Exhibit O Date: _____

Operational Statement and Environmental Assessment Application

Please respond to all questions below and provide all documentation requested as part of your application submittal. **Failure to answer all questions and provide all required documents and studies will result in your application being deemed incomplete and cancelled.**

Project Description

Please provide a narrative project description that summarizes the project and its purpose. You can use this [operational statement checklist](#) as a reference as to what should be included in your operational statement, in addition to items required in the Application Submittal Checklist specific to the proposed project type. Please list any special authorizations or changes to the Development Code, General Plan, Community Plan, Specific Plan, or Zoning Maps if applicable. **Attach operational statement as a separate document if more space is needed.**

Project Details

<input type="checkbox"/> Change of Use	<input type="checkbox"/> New Construction	<input type="checkbox"/> Demolition	<input type="checkbox"/> Façade Alterations	<input type="checkbox"/> Right-of-Way Improvements
<input type="checkbox"/> Additions	<input type="checkbox"/> Text / Zoning / Plan Amendment	<input type="checkbox"/> Lot Line Adjustment / Subdivision	<input type="checkbox"/> Other	

Residential Projects (Statutory Exemptions May Apply)

<input type="checkbox"/> Senior Housing	<input type="checkbox"/> 100% Affordable	<input type="checkbox"/> Student Housing	<input type="checkbox"/> State Density Bonus	<input type="checkbox"/> TOD Density Bonus	<input type="checkbox"/> Accessory Dwelling Unit
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Estimated Construction Cost:

Project and Land Use Tables

		Existing	Proposed
General Land Use	Parking GSF		
	Residential GSF		
	Retail/Commercial GSF		
	Office GSF		
	Industrial GSF		
	Medical GSF		
	Visitor GSF		
	Usable Open Space GSF		
	Public Open Space GSF		
	Net Lot Acreage		
Project Features	Dwelling Units, Affordable		
	Dwelling Units, Market Rate		
	Dwelling Units, Total		
	Hotel Rooms		
	Number of Building(s)		
	Number of Stories		
	Parking Spaces		
	Loading Spaces		
	Bicycle Spaces		
Residential	Studio / Efficiency Units		
	One Bedroom Units		
	Two Bedroom Units		
	Three (or +) Bedroom Units		
	Accessory Dwelling Units		
Non-Residential	Hours of Operation		
	Days of Operation		
	Number of Daily Deliveries		
	Number of Employees		

GSF:

Gross Square Footage

Public Open Space:

Open Space available for the general public

Usable Open Space:

Open Space for tenants with a minimum dimension of 20 feet, and a minimum area of 1,000 square feet.

Affordable Dwelling Unit:

A Dwelling Unit that is/will be restricted to Moderate or lower income households by deed restriction.

ENVIRONMENTAL EVALUATION SCREENING FORM

This form will determine if further environmental review is required. Please submit the required supplemental applications, technical studies, or other information indicated below along with this Project Application. Where applicable, references to General Plan Master EIR (GP MEIR) Mitigation Measures are shown in the Notes/Requirements section.

Environmental Topic	Information	Applicable to Project?	Notes / Requirements
General	Estimated Construction Duration	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, _____ months Start: _____ End: _____
Aesthetics			
1. Shadow	Would the project result in any construction over 50 feet in height, within 157 feet of existing or planned residential uses?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, prepare a Shadow Analysis prepared by a qualified individual.
2. Scenic Vista	Would the project impact a scenic vista?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, prepare a visual simulation.
3. Lighting	Would lighting be required for the following: <ul style="list-style-type: none"> • Street and parking areas? • Public facilities? • Non-residential uses? • Free-standing signs? 	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, provide project specifications showing lighting systems with shields to direct light to roadways (GP MEIR MMs: AES-1, AES-2, AES-3, AES-4, AES-5)
Agriculture and Forestry Resources			
4. Agricultural Resources	Is the project located on land designated by the California Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, mitigation may be required.
Air Quality			
5. Air Quality Criteria Pollutants	a. Would project operations emit dust, fumes, smoke, or particulate matter adverse to the public health, safety, or general welfare of the community or detrimental to surrounding properties or improvements?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, please submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2)

Air Quality				
5. Air Quality Criteria Pollutants, cont.	b. Does the project propose more than any of the following?		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a copy of your SJVAPCD Indirect Source Review Application with your application. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	Residential	50 DUs		
	Commercial	2,000 ft ²		
	Light Industrial	25,000 ft ²		
	Heavy Industrial	100,000 ft ²		
	Medical Office	20,000 ft ²		
	General Office	39,000 ft ²		
	Educational	9,000 ft ²		
	Governmental	10,000 ft ²		
	Recreational	20,000 ft ²		
	Transportation / Transit	construction exhaust emissions equal or exceed two (2.0) tons NO _x or PM ₁₀		
	c. Would the project exceed the following number of daily trips by land use ?		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	Residential Housing	1,453 trips		
	Commercial	1,673 trips		
	Office	1,628 trips		
	Industrial	1,506 trips		
	d. Would the project exceed the following?		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	<i>Residential</i>			
	Single Family	390 DUs		
	Apartments, Low Rise	590 DUs		
Apartments, High Rise	600 DUs			
Condominiums, General	590 DUs			
Condominiums, High Rise	590 DUs			
Mobile Homes	760 DUs			
Retirement Community	880 DUs	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)	
<i>Office</i>				
General Office Building	110,000 ft ²			
Office Park	106,000 ft ²			
Government (Civic Center)	57,000 ft ²			
Government Office Building	23,000 ft ²			
Medical Office Building	52,000 ft ²			

Air Quality				
5. Air Quality Criteria Pollutants, cont.	e. Would the project exceed the following?			
	<i>Retail</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	Free Standing Discount Store	61,000 ft ²		
	Regional Shopping Center <57,000	11,000 ft ²		
	Discount Club Store	40,000 ft ²		
	Supermarket	9,000 ft ²		
	Convenience Market (w/o gas pumps)	2,000 ft ²		
	Convenience Market (w/gas pumps)	2,000 ft ²		
	Gasoline/Service Station	10 pumps		
	Quality Restaurant	20,000 ft ²		
	Restaurant (high turnover sit-down)	9,000 ft ²		
	Fast Food Restaurant	2,000 ft ²		
	Day Care Center	22,000 ft ²		
	Bulk (w/drive-through)	10,000 ft ²		
	Racquet/Health Club	44,000 ft ²		
	Hotel	200 DUs		
	Motel	170 DUs		
	<i>Industrial</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	General Light Industry	510,000 ft ²		
	Heavy Industry	920,000 ft ²		
	Industrial Park	370,000 ft ²		
	Manufacturing	400,000 ft ²		
	<i>Institutional</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a project Air Quality Impact Analysis prepared by a qualified consultant. (GP MEIR MMs AIR-1, AIR-2, AIR-4)
	Hospital	78,000 ft ²		
	Elementary School	1,875 students		
	Junior High School	1,680 students		
	High School	1,325 students		
	Junior College (2 year)	1,100 students		
University/College (4 year)	716 students			
Place of Worship	48,000 ft ²			
6. Toxic Air Contaminants	a. If an Ambient Air Quality Analysis was prepared, did any criteria pollutant exceed 100 pounds per day (18.25 tons per year)?		<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, prepare operational Health Risk Assessment (HRA) (GP MEIR MMs AIR-1, AIR-3, AIR-4)
	b. Would the project include 5 or more heavy-duty truck deliveries per day with sensitive receptors located within 300-		<input type="checkbox"/> Yes <input type="checkbox"/> No	

	feet?		
Air Quality			
6. Toxic Air Contaminants, cont.	c. Does the project propose a distribution center, accomodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, within 1,000 feet from sensitive receptors?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, prepare operational Health Risk Assessment (HRA) (GP MEIR MMs AIR-1, AIR-3, AIR-4)
	d. Does the project propose a large gas station (dispensing 3.6 million gallons per year or more) within 300 feet of a sensitive receptor?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	e. Does the project propose a gas station within 50 feet of a sensitive receptor?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7. Odors	a. Does the project emit objectionable odors that are perceptible by a reasonable person at property lines?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, prepare odor impacts assessment and implement odor control measures recommended by SJVAPCD (GP MEIR MM AIR-5)
	b. Does the project propose residential, commercial, or institutional uses within the following distance from the listed uses below OR does the project propose one of the uses below at a distance less than indicated below from an existing or planned residential, commercial, or institutional use?		<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, a Health Risk Assessment prepared by a qualified consultant is required.
	Wastewater Treatment Facility	2 miles	
	Sanitary landfill	1 mile	
	Transfer Station	1 mile	
	Composting Facility	1 mile	
	Petroleum Refinery	2 miles	
	Asphalt Batch Plant	1 mile	
	Chemical Manufacturing	1 mile	
	Fiberglass Manufacturing	1 mile	
	Painting/Coating Operations	1 mile	
	Food Processing Facility	1 mile	
	Feed Lot/Dairy	1 mile	
Rendering Plant	1 mile		

Biological Resources			
5. Special-Status Species	Is the project located on land where no urban development has occurred, or on a site that could provide suitable habitat for special-status species?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Biology study prepared by a qualified biologist. (GP MEIR MMs BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9)
6. Wetlands	Would the project significantly alter or fill a wetland?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a wetland delineation prepared by a qualified biologist. (GP MEIR MM BIO-8)
Cultural Resources			
7. Cultural Resources	Would the project involve changes on previously undisturbed land?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, provide an Extended CHRIS Records Search from the Southern San Joaquin Valley Information Center. If necessary, further study may be recommended.
8. Historic Resources	Would the project involve changes to the front façade or an addition visible from the public right-of-way of a structure built 45 or more years ago or located in a historic district?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, provide a historic resources evaluation prepared by a qualified historic resources professional.
	Would the project involve demolition of a structure constructed 45 or more years ago, or a structure located within a historic district?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Would the project involve the modification or demolition of a designated Historic Resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Please refer to Fresno County Assessor and Historic Fresno		
Geology and Soils			
9. Geology and Soils	Is the project located with a Bluff Preservation (BL) Overlay District ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, a geotechnical report prepared by a qualified professional must be submitted.
	Area of excavation/disturbance (in square feet):		
	Amount of excavation (in cubic yards):		

Geology and Soils			
10. Paleontology	Is there evidence that the project site contains a unique paleontological or geological resource?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, a paleontological and/or geotechnical report by a qualified professional must be submitted.
Hazards and Hazardous Materials			
11. Hazardous Materials	Would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with underground storage tanks?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Phase I Environmental Site Assessment prepared by a qualified consultant.
12. Hazardous Areas	Is the project located in a hazardous area, <i>and</i> involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Hazardous Areas include: <ul style="list-style-type: none"> • Areas currently or previously developed with agricultural uses • Areas currently or formerly developed with industrial land uses and/or zoned as Industrial • Areas within 100 feet of a known hazardous waste site • Areas within 100 feet of an underground storage tank 	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Phase I Environmental Site Assessment prepared by a qualified consultant.
	Does the project require FAA Notification?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, please provide FAA's determination.
	Does the project propose structures within a 100 year floodplain ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, provide a Grading Plan.
Hydrology and Water Quality			
13. Stormwater	Would any construction activities, including grading, result in the disturbance of one acre or more?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified consultant.
Land Use and Planning			
14. Development Standards	Is the project requesting deviations or variations from development standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Consult with DARM staff regarding preparation of applicable application.

Noise			
15. Vehicle Noise	Does the project propose a noise-sensitive land use within the specified distance from the centerline of an at-grade Major Street:		<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, submit a Noise Study prepared by a qualified consultant.
	81 feet	2-Lane Collector	
	51 feet	4-Lane Collector	
	66 feet	3-Lane Arterial	
	162 feet	4-Lane Arterial	
	127 feet	6-Lane Arterial	
	213 feet	4-Lane Super Arterial	
	282 feet	6-Lane Expressway	
	630 feet	State Route 41	
	691 feet	State Route 180	
	514 feet	State Route 168	
	594 feet	State Route 99	
	Noise-sensitive land uses include: <ul style="list-style-type: none"> • Residential • Transient Lodging • Medical Care Facilities • Community/Religious Assembly Facilities • Theaters, Auditoriums • Office Buildings • Schools, Libraries, Museums 		
	16. Noise Generation	Does the project generate noise in excess of 70 dB between 7:00 a.m. and 10:00 p.m., or 60 dB between 10:00 p.m. and 7:00 a.m.?	
Does the project generate a consistent noise in excess of 50 dB between 7:00 a.m. and 10:00 p.m., or 45 dB between 10:00 p.m. and 7:00 a.m.?		<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, submit a Noise Study prepared by a qualified consultant.	
17. Airport Noise Contour	Is the project located within a 60 dB airport noise contour?		<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, submit a Noise Study prepared by a qualified consultant.

Transportation			
18. Traffic	Does the project generate <u>more than 100</u> peak AM or PM trips in <u>TIZ III</u> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Traffic Impact Study prepared by a qualified Traffic Engineer.
	Does the project generate <u>more than 300</u> peak AM or PM trips in <u>TIZ I</u> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Does the project generate <u>more than 200</u> peak AM or PM trips in <u>TIZ II or IV</u> ?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	If a Traffic Impact Study was prepared or required to be prepared:		
	Does the traffic study for the project indicate that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F?	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a Carbon Monoxide Hotspot Analysis prepared by a qualified consultant.
	Does the traffic study indicate that the project would substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Utilities and Service Systems			
19. Water Supply	Would the project include the following:	<input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, coordinate with the City regarding the preparation of a Water Supply Assessment (WSA) prepared by a qualified consultant.
	Residential development of more than 500 dwelling units?		
	A shopping center or business establishment that would employ more than 1,000 persons or have more than 500,000 square feet of floor space?		
	A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space?		
	A hotel or motel, or both, having more than 500 rooms?		
	An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupy more than 40 acres of land, or having more than 650,000 square feet of floor area?		
	A mixed-use project that includes one or more of the projects specified above?		
	A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project?		