

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AMENDING THE DOWNTOWN NEIGHBORHOODS COMMUNITY PLAN (PLAN AMENDMENT APPLICATION NO. P20-03758) TO RECLASSIFY SEVEN PLANNED BIKEWAYS AND ADDING CLASSIFICATION TO TWO SEGMENTS NOT PREVIOUSLY IDENTIFIED AND TO ADD A NEW STREET CROSS SECTION B6, BOULEVARD WITH PROTECTED BIKE LANES AND PARKING, AND AMENDING FIGURES 3-1, PROPOSED BICYCLE FACILITIES, FIGURE 3-4B DOWNTOWN STREET NETWORK, AND TABLE 3-2B TO REFLECT THE RECLASSIFIED AND ADDED FACILITIES AND CORRESPONDING AMENDMENTS TO THE FULTON CORRIDOR SPECIFIC PLAN AND TOWER DISTRICT SPECIFIC PLAN

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, by Resolution No. 2016-214, the City Council adopted the Downtown Neighborhoods Community Plan (DNCP), which outlines the City's vision for Downtown Fresno and its surrounding neighborhoods and 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; and,

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

1 of 6

Date Adopted:  
Date Approved:  
Effective Date:

City Attorney Approval: 

Resolution No.

which evaluated the potentially significant environmental impacts of the Tower District Specific Plan; and,

WHEREAS the DNCP references and depicts the ATP bikeways in its exhibits, including some bikeways outside the boundary of the DNCP and therefore reference to ATP amendments, including those within the boundary of the Fulton Corridor Specific Plan (FCSP), and Tower District Specific Plan are necessary to ensure plan consistency; 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, the City of Fresno Planning and Development Department Director has filed Application P20-03758 to amend the Active Transportation Plan, the Downtown Neighborhoods Community Plan, 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; and,

WHEREAS, the environmental assessment conducted for the proposed Plan Amendment resulted in the filing of an Addendum to the above-noted PEIR and Mitigated Negative Declaration; 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, 2021, 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 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 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 and Resolution, and Environmental Assessment 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, 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.

2. The Council finds the adoption of the Plan Amendment to the Downtown Neighborhoods Community 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 Downtown Neighborhoods Community Plan, which includes changes to 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)

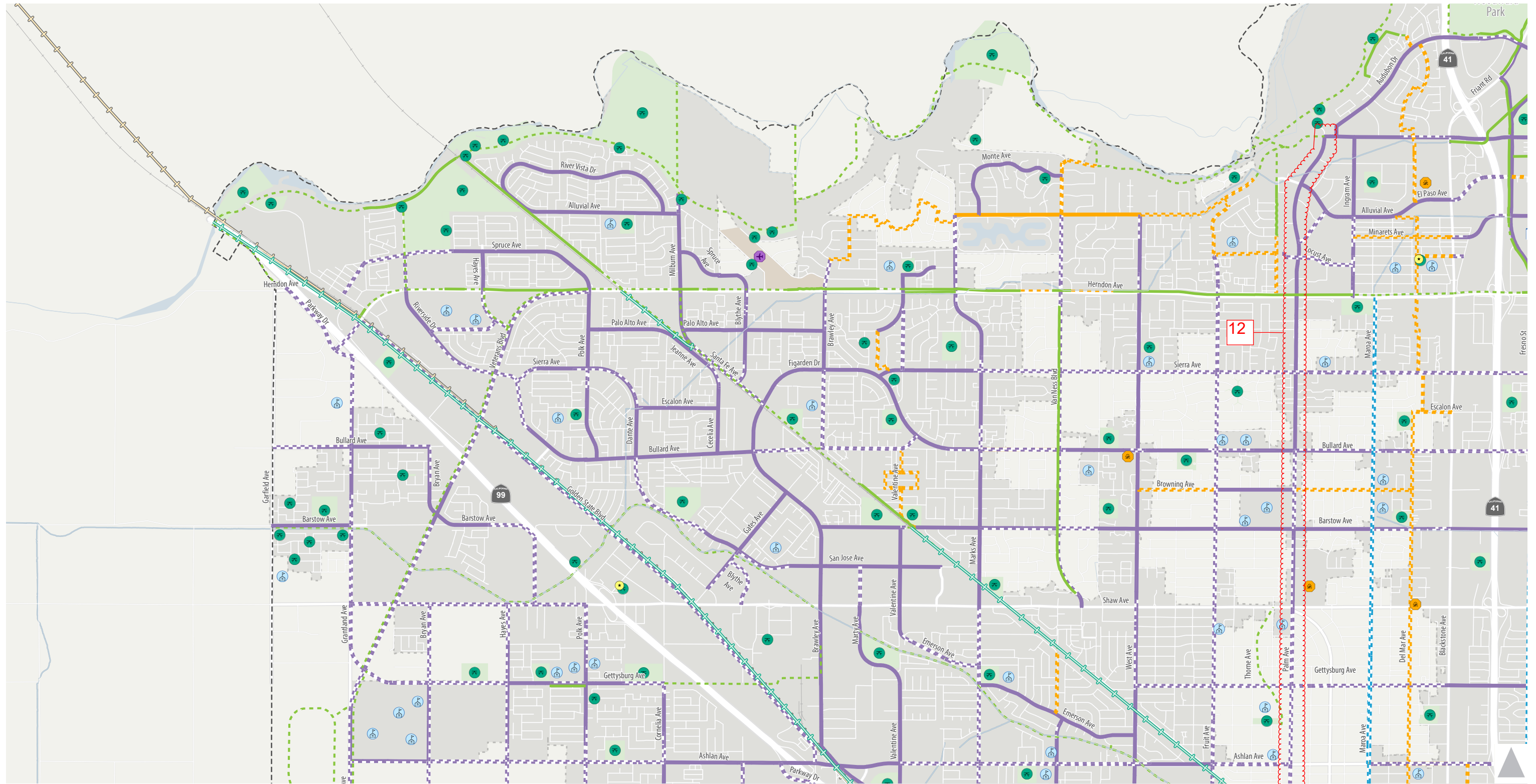
Table 1 – Exhibits

<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

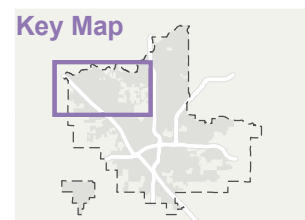
Table 2 – Proposed Bikeway Classification Amendments

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



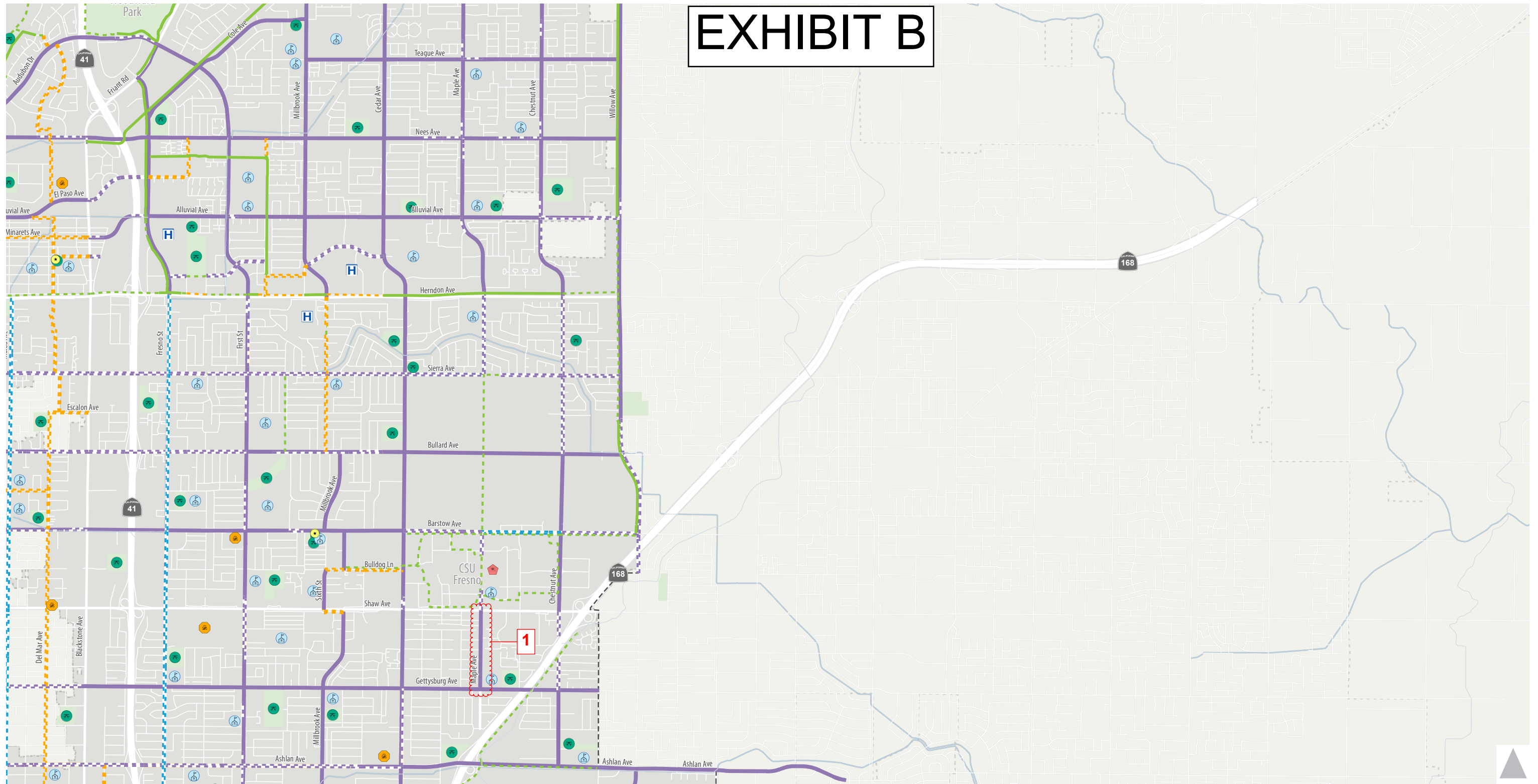
- |                             |                            |                  |                               |                 |                           |                          |
|-----------------------------|----------------------------|------------------|-------------------------------|-----------------|---------------------------|--------------------------|
| 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                     | 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

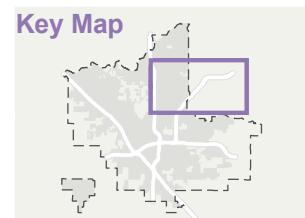
Build-Out Bikeways -  
Inset 2



# EXHIBIT B

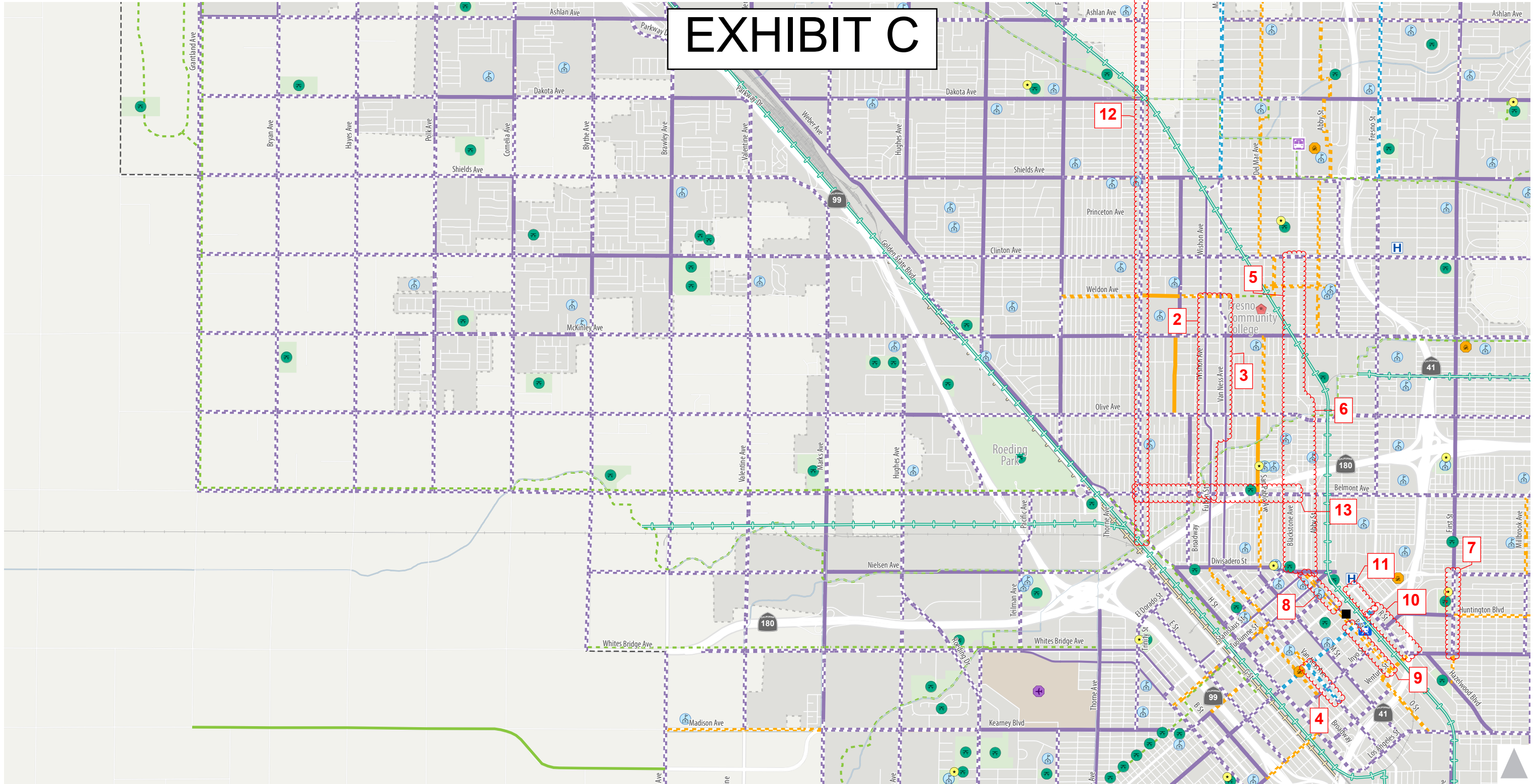


Source: City of Fresno, 2016

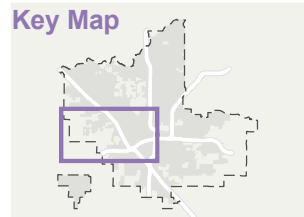


- |  |   |  |  |  |                                     |                                    |
|--|---|--|--|--|-------------------------------------|------------------------------------|
| <b>Existing Bicycle Facilities</b><br>Class I Bike Path<br>Class II Bike Lane<br>Class III Bike Route<br>Class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

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> | 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

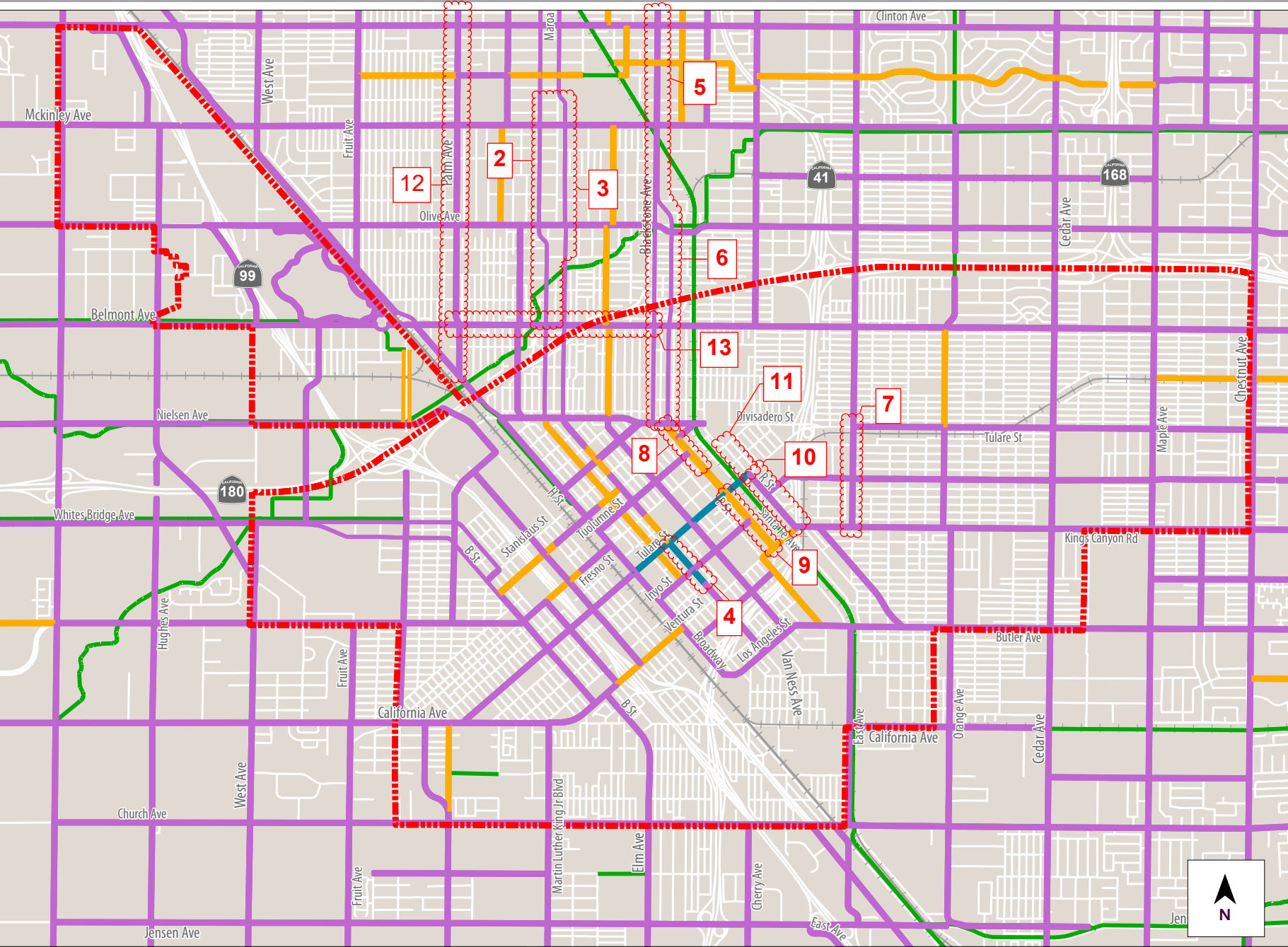
Build-Out Bikeways -  
Inset 4








# EXHIBIT D

## Downtown Neighborhoods Community Plan

FIGURE 3-1 - PROPOSED BICYCLE FACILITIES



Key

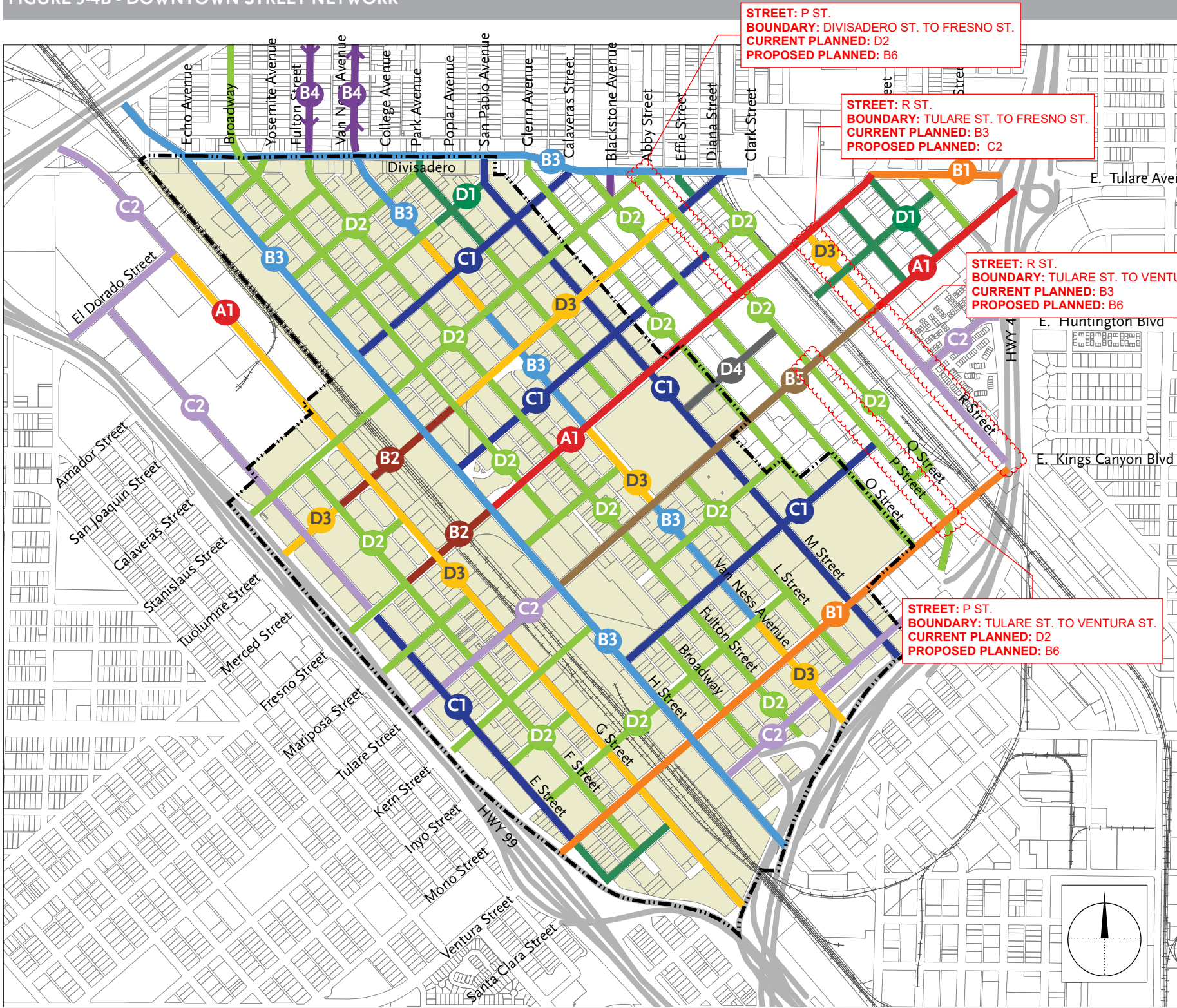
- |   |   |   |  |   |                           |
|---|---|---|--|---|---------------------------|
|  | <b>Planned Class I Bicycle Path</b><br>An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians* |  | <b>Planned Class III Bicycle Route</b><br>An 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



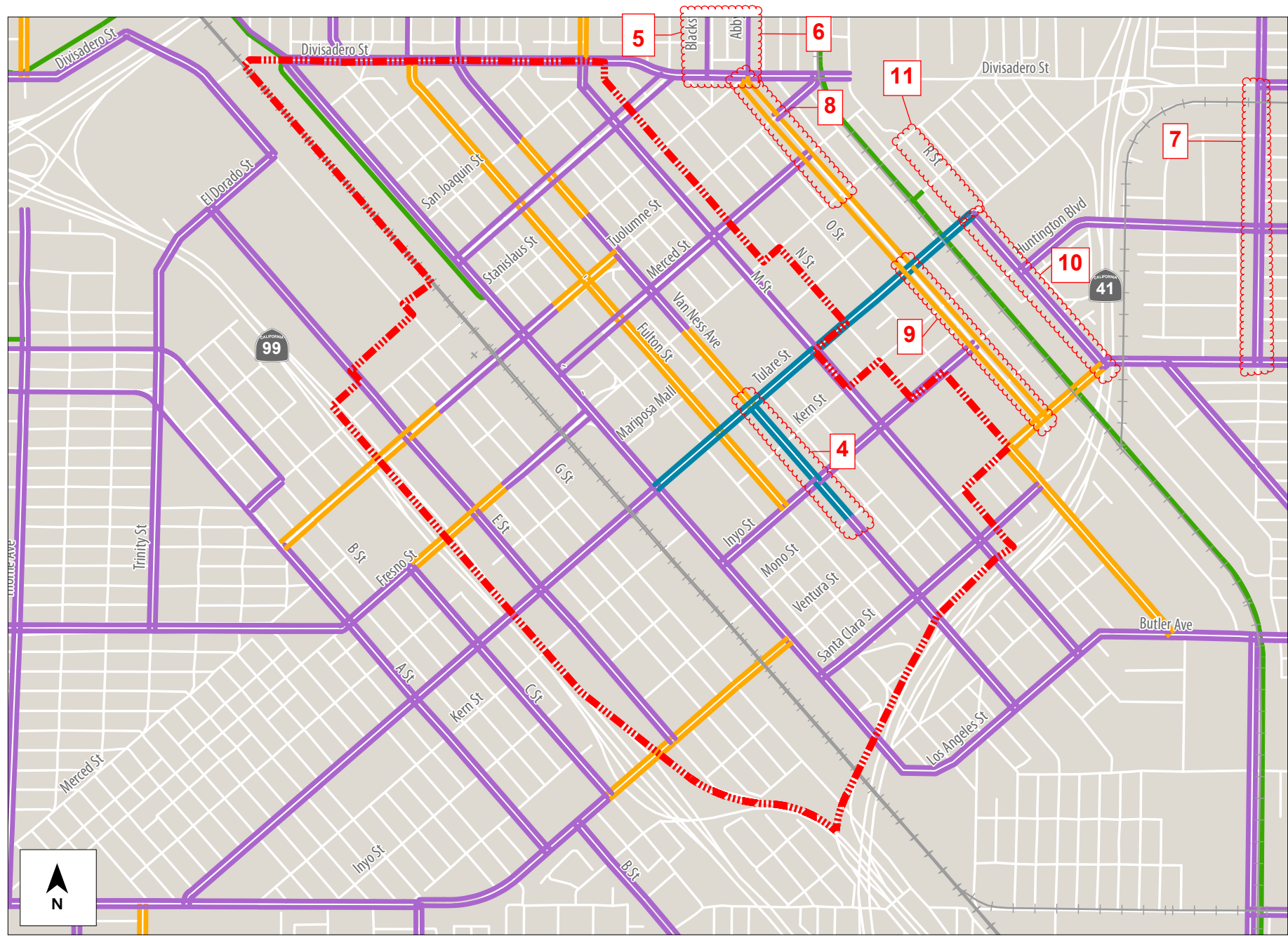
Key	
Arterials	
	Major Boulevard
	Boulevard with Bike Lanes
Collectors	
	Boulevard
	Boulevard with Bike Lanes
	Urban Collector, High Pedestrian Priority
	Boulevard with Bike Lane One Side
	Boulevard with Protected Bike Lanes
	Boulevard with Protected Bike Lanes and Parking
Minor Street with Bike Lanes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



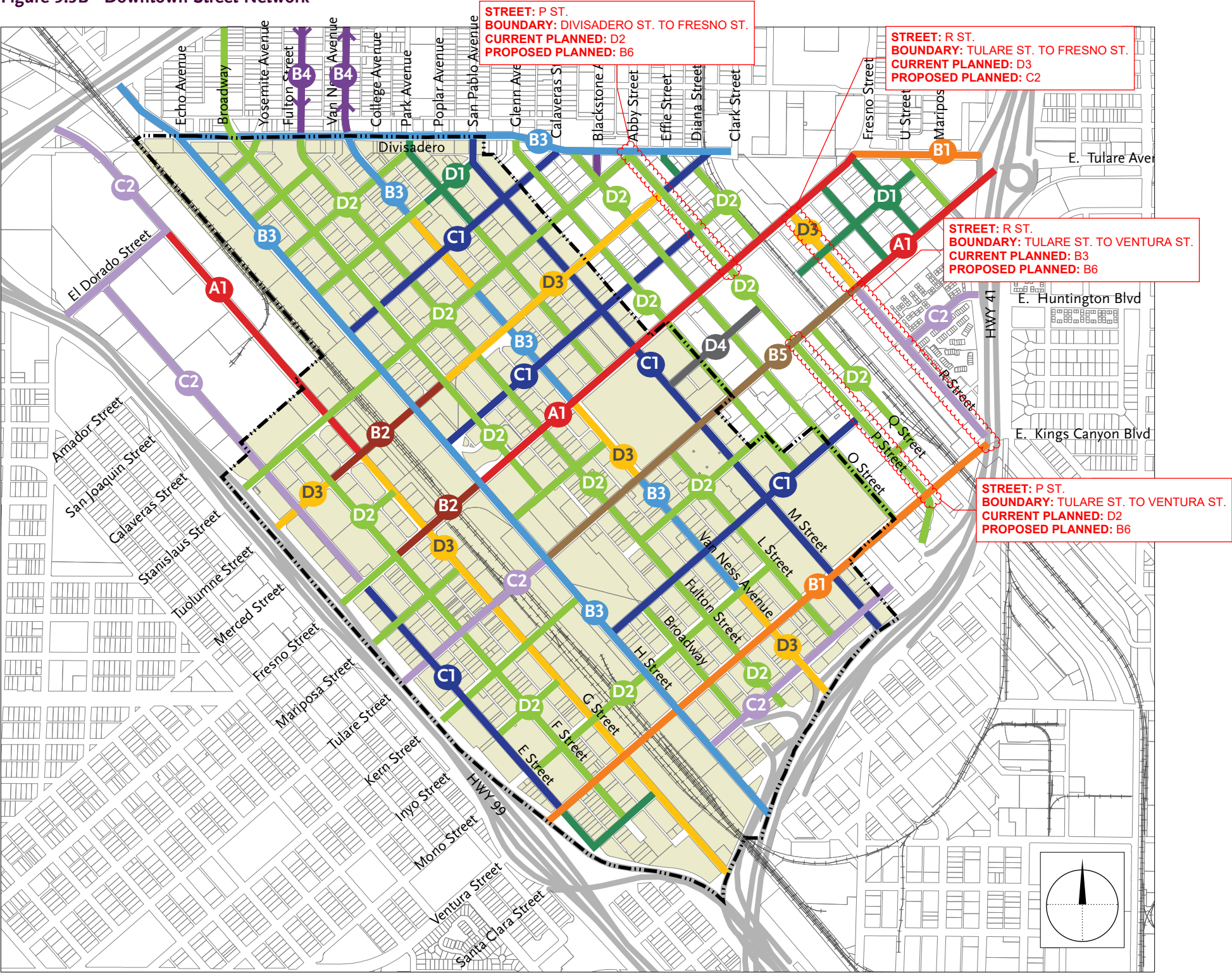
Key














- 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

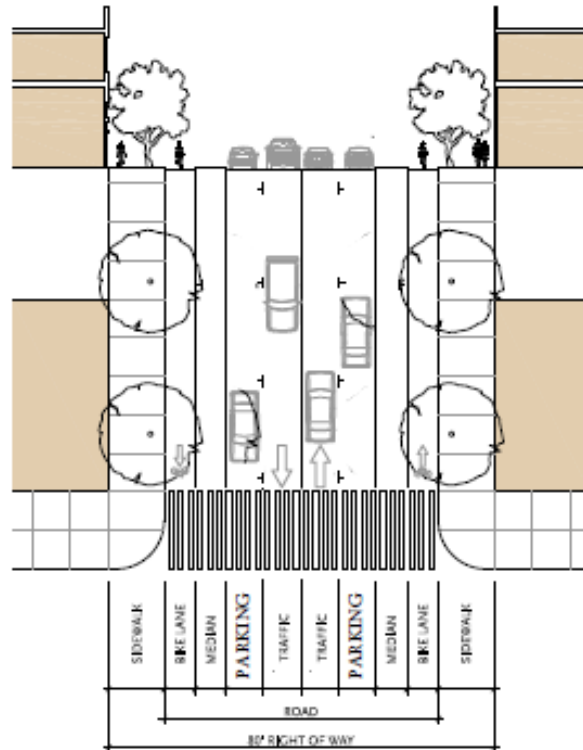
Figure 9.3B - Downtown Street Network



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
	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

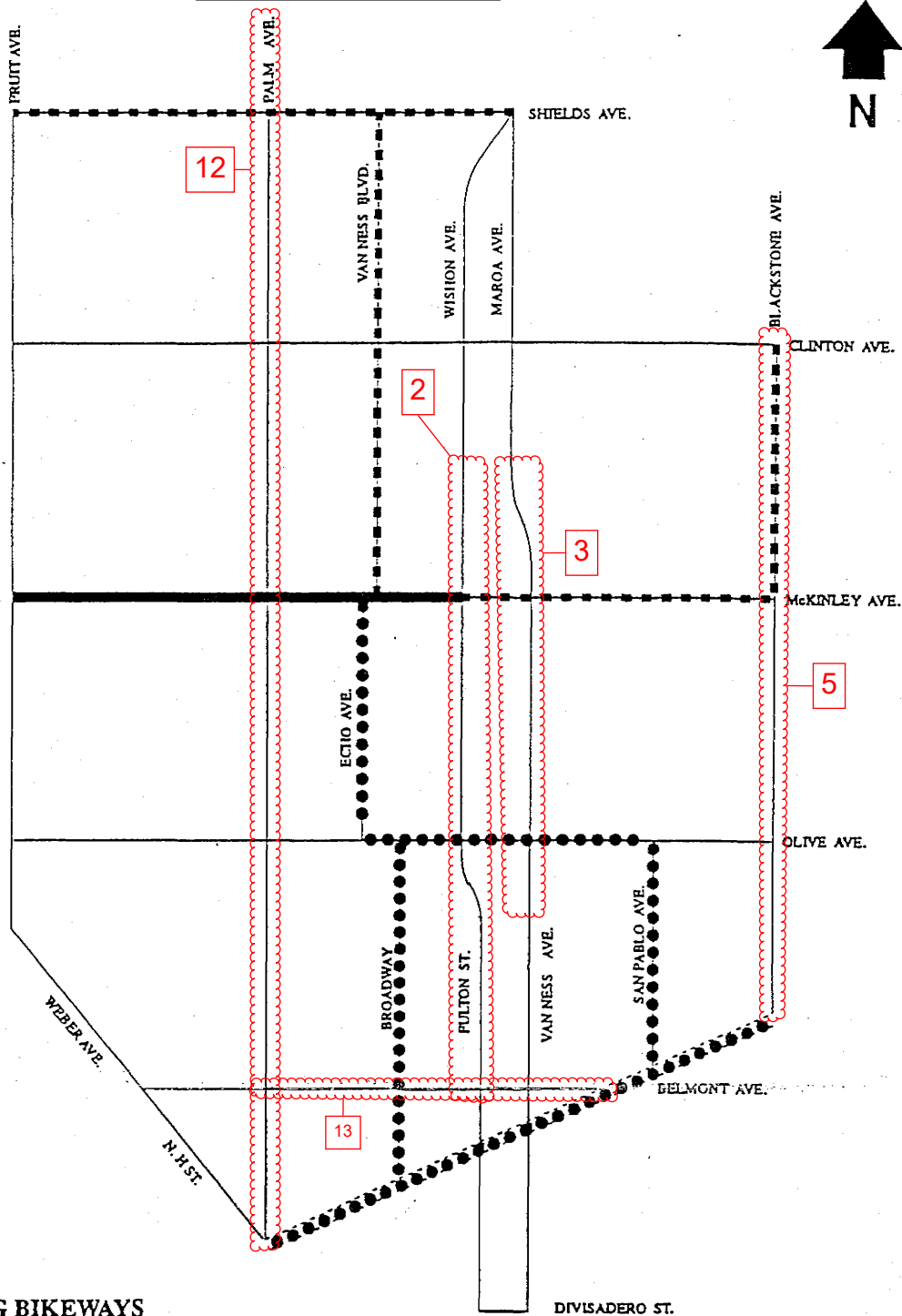
# EXHIBIT H

**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