



Legislation Details (With Text)

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On agenda:	3/3/2021	Final action:			
Title:	<p>Consideration of Plan Amendment Application No. P20-03758 and related Environmental Finding filed by the Planning and Development Department Director pertaining to 16.63 miles of bikeways within the City of Fresno.</p> <ol style="list-style-type: none">1. RECOMMEND ADOPTION (to the City Council) Environmental Assessment No. P20-03758, an Addendum to Mitigated Negative Declaration No. A-16-015 adopted by the Fresno City Council on March 2, 2017 for the Fresno Active Transportation Plan, Program Environmental Impact Report SCH No. 2012041009 certified by the Fresno City Council on October 20, 2016 for the Downtown Plans and Code, and Final EIR No. 10108 certified for the Tower District Specific Plan on March 26, 1991 pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164.2. RECOMMEND APPROVAL (to the City Council) of Plan Amendment Application No. P20-03758 proposing to amend the Active Transportation Plan to reclassify ten planned bikeways and adding classification to three segments not previously identified (Figure 48 Build-Out Bikeways - Insert 2, 3, and 5) as described in Exhibits A;3. RECOMMEND APPROVAL (to the City Council) of Approving Plan Amendment Application No. P20-03758 proposing to amend the Downtown Neighborhoods Community Plan 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 said amendments and corresponding amendments to other plans for consistency described in Exhibits A;4. RECOMMEND APPROVAL (to the City Council) of Plan Amendment Application No. P20-03758 proposing to amend the Fulton Corridor Specific Plan to reclassify one planned bikeway and amending Figure 9.6A-Proposed Bicycle Facilities, 9.3B-Downtown Street Network, and Table 9.3B to reflect said amendments and corresponding amendments to other plans for consistency as described in Exhibits A.5. RECOMMEND APPROVAL (to the City Council) of Plan Amendment Application No. P20-03758 proposing 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 to reflect said amendments as described in Exhibits A.				
Sponsors:	Planning and Development Department				
Indexes:					
Code sections:					
Attachments:	1. Exhibit A - Plan Amendment Application No. P20-03758 Summary Tables and Exhibits, 2. Exhibit B - Bikeway Classifications, 3. Exhibit C - Public Notice, 4. Exhibit D - Environmental Assessment, 5. Exhibit E - Council Resolution for ATP Amendments, 6. Exhibit F - Council Resolution for DNCP Amendments, 7. Exhibit G - Council Resolution for FCSP Amendments, 8. Exhibit H - Ordinance Bill for TDSP Amendments, 9. Exhibit I - Fresno Municipal Code Findings, 10. Exhibit J - PowerPoint Presentation				

Date	Ver.	Action By	Action	Result
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March 3, 2021

FROM: MIKE SANCHEZ, AICP, Assistant Director
Planning and Development Department

THROUGH: SOPHIA PAGOULATOS, Planning Manager
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BY: DREW WILSON, Supervising Planner
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SUBJECT:

Consideration of Plan Amendment Application No. P20-03758 and related Environmental Finding filed by the Planning and Development Department Director pertaining to 16.63 miles of bikeways within the City of Fresno.

1. **RECOMMEND ADOPTION** (to the City Council) Environmental Assessment No. P20-03758, an Addendum to Mitigated Negative Declaration No. A-16-015 adopted by the Fresno City Council on March 2, 2017 for the Fresno Active Transportation Plan, Program Environmental Impact Report SCH No. 2012041009 certified by the Fresno City Council on October 20, 2016 for the Downtown Plans and Code, and Final EIR No. 10108 certified for the Tower District Specific Plan on March 26, 1991 pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164.
2. **RECOMMEND APPROVAL (to the City Council)** of Plan Amendment Application No. P20-03758 proposing to amend the Active Transportation Plan to reclassify ten planned bikeways and adding classification to three segments not previously identified (Figure 48 Build-Out Bikeways - Insert 2, 3, and 5) as described in Exhibits A;
3. **RECOMMEND APPROVAL (to the City Council)** of Approving Plan Amendment Application No. P20-03758 proposing to amend the Downtown Neighborhoods Community Plan 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 said amendments and corresponding amendments to other plans for consistency described in Exhibits A;
4. **RECOMMEND APPROVAL (to the City Council)** of Plan Amendment Application No. P20-03758 proposing to amend the Fulton Corridor Specific Plan to reclassify one planned bikeway and amending Figure 9.6A-Proposed Bicycle Facilities, 9.3B-Downtown Street Network, and Table 9.3B to reflect said amendments and corresponding amendments to other plans for consistency as described in Exhibits A.
5. **RECOMMEND APPROVAL (to the City Council)** of Plan Amendment Application No. P20-03758 proposing 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 to reflect said amendments as described in Exhibits A.

RECOMMENDATION

Recommend approval of Plan Amendment No. P20-03758 and related environmental assessment to amend the Active Transportation Plan, the Downtown Neighborhoods Community Plan, the Fulton Corridor Specific Plan and the Tower District Specific Plan in order to re-classify approximately 16.6 lineal miles of bikeways.

EXECUTIVE SUMMARY

Plan Amendment 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 Exhibits A and below.

BACKGROUND

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. Bicycle facilities were also correspondingly 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.

The Plan Amendments consist of re-classifying nine planned bikeways from Class II to Class IV, reclassifying one 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 and 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 Plan Amendment is consistent with the following Fresno General Plan goals and objectives related to mobility and transportation:

- Emphasize and plan for all modes of travel on local and Major Streets in Fresno.

- Provide a network of well-maintained parks, open spaces, athletic facilities, and walking and biking trails connecting the city's districts and neighborhoods to attract and retain a broad range of individuals, benefit the health of residents, and provide the level of public amenities required to encourage and support development of higher density urban living and transit use.

These goals contribute to the establishment of a comprehensive city-wide transportation network to meet multi-modal objectives, achieve efficient and equitable use of resources and infrastructure.

Objective MT-1 Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

Policy MT-2-d Street Redesign where Excess Capacity Exists. Evaluate opportunities to reduce right of way and/or redesign streets to support non-automobile travel modes along streets with excess roadway capacity where adjacent land use is not expected to change over the planning period.

Policy MT-2-j Funding for Multi-Modal Transportation System. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Objective MT-4 Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

Policy 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.

Policy MT-4-c Bikeway Linkages. Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.

Plan Amendment P20-03758 is consistent with the goals, objectives, and policies of the Fresno General Plan referenced above and with the plan amendment findings required per the Fresno Municipal Code Section 15-5812 as described in Exhibit I.

Public Notice and Comment

Notice was provided by the following methods pursuant to Fresno Municipal Code (FMC) Sections 15-5007-C and D (See Exhibit C):

1. A legal notice was published in the Fresno Bee on February 19, 2021;
2. A Spanish notice was published in Vida en el Valle on February 24, 2021.
3. The proposed amendments were posted on the city's website on the City Clerk's page on

February 19, 2021.

To date, no public comments have been received on the applications.

Citizen Committees

The active Council District Plan Implementation Committees, the Tower District Design Review Committee and the Lowell Project Review Committee, reviewed the proposed plan amendments in their respective areas. Their recommendations are listed below.

- District 1: On December 1, 2020, the Committee recommended approval of the proposed applications.
- District 2: On December 14, 2020, the Committee recommended approval of the proposed applications.
- District 3: On December 22, 2020, the Committee recommended approval of the proposed applications.
- District 4: On November 23, 2020, the Committee recommended approval of the proposed applications.
- District 5: On November 23, 2020, the Committee recommended approval of the proposed applications.
- District 6: On December 7, 2020, the Committee recommended approval of the proposed applications.
- District 7: The Committee is currently inactive.

Lowell Project Review: On December 7, 2020, the Committee recommended approval of the proposed applications.

Tower District Design Review Committee: On December 8, 2020, the Committee recommended approval of the proposed applications.

ENVIRONMENTAL FINDINGS

The adoption of the ATP was previously assessed in Mitigated Negative Declaration (MND) No. A-16-015, which tiered from Master Environmental Impact Report ("MEIR") SCH No. 2012111015, prepared for the Fresno General Plan. MND A-16-015 assessed the comprehensive adoption of the ATP, which included adoption of a bikeway classification system as well as adoption of both a priority network and a build out network of bikeways utilizing the ATP classification system. Plan Amendment P20-03758 proposes minor revisions and technical corrections to the network contained in the ATP by reclassifying 10 planned bikeways and adding classification for 3 new segments. None of the circumstances calling for the preparation of a new EIR set forth in CEQA Guidelines Section 15132 have occurred, and an addendum to the MND is appropriate pursuant to CEQA Guidelines Section 15164.

The adoption of the DTNCP and FCSP was previously assessed in Program Environmental Impact Report (PEIR) SCH No. 2012041009. The PEIR assessed the comprehensive adoption of the DNCP and the FCSP, which included adoption of a bikeway classification system as utilizing the ATP classification system. Plan Amendment P20-03758 proposes minor revisions

and technical corrections to the network contained in the DNCP and FCSP by reclassifying 8 planned bikeways, adding classification for 2 new segments, amending 3 figures, and amending 1 table. None of the circumstances calling for the preparation of a new EIR set forth in CEQA Guidelines Section 15162 have occurred, and an addendum to the PEIR is appropriate pursuant to CEQA Guidelines Section 15164(a).

The adoption of the Tower District Specific Plan was previously assessed in Environmental Impact Report (EIR) No. 10108. The EIR assessed the comprehensive adoption of the Tower District Specific Plan, which included a bikeway system. Plan Amendment P20-03758 proposes minor revisions and technical corrections to the network contained in the Tower District Specific Plan by reclassifying 4 planned bikeways, adding classification for 1 new segment, and amending 1 figure. None of the circumstances calling for the preparation of a new EIR set forth in CEQA Guidelines Section 15162 have occurred, and an addendum to the PEIR is appropriate pursuant to CEQA Guidelines Section 15164(a).

Therefore, the City of Fresno has determined that an addendum to MND No. A-16-015, PEIR No. SCH 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.

FRESNO MUNICIPAL CODE FINDINGS

Based upon analysis of the applications, staff concludes that the required findings contained within Section 15-5812 et seq. of the Fresno Municipal Code can be made. These findings are attached as Exhibit I.

CONCLUSION

The appropriateness of the proposed project has been examined with respect to its consistency with goals, objectives and policies of the Fresno General Plan and the Active Transportation Plan; compliance with the provisions of the FMC; its compatibility with surrounding existing or proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment and exhibits. Staff concludes that the required findings contained within Section 15-5812 et seq. of the FMC can be made. Upon consideration of this evaluation, it can be concluded that the proposed project is appropriate for the project site.

Attachments:

- Exhibit A: Plan Amendment Application No. P20-03758 Summary Tables and Exhibits
- Exhibit B: Bikeway Classifications
- Exhibit C: Public Notice
- Exhibit D: Environmental Assessment
- Exhibit E: Council Resolution for ATP Amendments
- Exhibit F: Council Resolution for DNCP Amendments
- Exhibit G: Council Resolution for FCSP Amendments
- Exhibit H: Ordinance Bill for TDSP Amendments
- Exhibit I: Fresno Municipal Code Findings

Exhibit J: PowerPoint Presentation