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Chico, California

BARBER YARD

Specific Plan

PUBLIC REVIEW DRAFT

Approved by:
Chico City Council
Ordinance _____
<Date>

BARBER YARD SPECIFIC PLAN

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Table of Contents

1. Introduction		5. Streets & Mobility		8. Glossary	
1.1 Statutory Framework	2	5.1 Transportation Plan	74		
1.2 Site Information	4	5.2 Off-Site Connections	78	9. Appendix: Design Guidelines	
1.3 Planning Process	6	5.3 Overall Mobility Framework	80	9.1 Design Guidelines	134
1.4 Plan Contents	8	5.4 Pedestrian System Plan	84		
		5.5 Bicycle System Plan	86		
2. Vision		5.6 Vehicular Travel Plan	88		
2.1 Specific Plan Vision	12	5.7 Traffic Calming	96		
2.2 Environmental Context	13	5.8 Vehicle Parking Network	98		
2.3 Historical Overview	16	5.9 Public Transportation Plan	100		
		5.10 Emerging Technologies	102		
3. Land Use		6. Utilities			
3.1 Land Use Objectives	22	6.1 Introduction	106		
3.2 Land Use Concept	24	6.2 Domestic Water	108		
3.3 BYSP Zoning	26	6.3 Wastewater	109		
3.4 Conceptual Phasing	30	6.4 Storm Drainage	110		
3.5 BYSP Development Standards	32	6.5 Solid Waste Disposal & Recycling	114		
		6.6 Dry Utilities	115		
4. Parks & Amenities		7. Implementation			
4.1 Framework	44	7.1 Introduction	118		
4.2 Parks and Facilities	46	7.2 Public Facilities Funding Sources	119		
4.3 Special Landscape Features	60	7.3 Infrastructure Phasing	121		
4.4 Lighting and Furnishings	66	7.4 Maintenance and Operations	123		
4.5 Landscape Palette	68	7.5 Implementation	124		
		7.6 Minor Modifications and Major Amendments	125		

List of Figures

Figure 1.1 Relationship of specific plans to other plans	2	Figure 3.14 Front-loaded lot fence.....	41
Figure 1.2 Regional location map	4	Figure 3.15 Fence requirements plan.....	41
Figure 1.3 BYSP Area location	5	Figure 4.1 Parks, open space, and community amenities plan	45
Figure 1.4 Timeline.....	6	Figure 4.2 Conceptual illustrative plan, example of event layout	46
Figure 1.5 Photo of in-person open house	7	Figure 4.3 Conceptual image of the Barber Pop-Up.....	47
Figure 1.6 Participants of virtual community meeting	7	Figure 4.7 Pop-up vendor	47
Figure 2.1 Excerpt from the CAPU.....	15	Figure 4.4 Example of outdoor dining.....	47
Figure 2.2 Historical photo of a company event, circa 1940	16	Figure 4.5 Farmer's market	47
Figure 2.3 Historical aerial photo of the Diamond Match Factory	17	Figure 4.6 Pop-up vendor	47
Figure 2.4 Historical photo of Fairburn Hall Pool, circa 1910	17	Figure 4.9 Example of bench seating.....	48
Figure 2.5 Historic development at Barber Yard	19	Figure 4.8 Conceptual illustrative plan.....	48
Figure 3.1 Existing conditions.....	23	Figure 4.10 Example of spectator seating	48
Figure 3.2 Proposed general plan land use designations.....	25	Figure 4.11 All play levels supported	48
Figure 3.3 BYSP Zoning Summary.....	29	Figure 4.13 All play levels supported	48
Figure 3.4 Anticipated Phasing Plan.....	31	Figure 4.12 All play levels supported	48
Figure 3.5 Setbacks.....	34	Figure 4.14 Conceptual image of the Diamond at Barber Yard	49
Figure 3.6 Pocket Neighborhood Block	35	Figure 4.15 Conceptual illustrative plan.....	50
Figure 3.9 Pocket Neighborhood	35	Figure 4.16 Social Hub concept from above the Ruins Park.....	51
Figure 3.7 Bungalow Courts Block	35	Figure 4.17 Conceptual image of the Square looking towards the Shop	51
Figure 3.8 Bungalow Courts	35	Figure 4.18 Interior view of the existing Engineering Building.....	52
Figure 3.10 Townhouse Block.....	36	Figure 4.19 Aerial view of the existing Engineering Building	52
Figure 3.11 Townhouses.....	36	Figure 4.20 Food trucks	53
Figure 3.12 Courtyard House Axon.....	36	Figure 4.21 Stage for performances.....	53
Figure 3.13 Rear-loaded lot fence.....	41	Figure 4.22 Small, temporary farmer's market stalls.....	53

List of Figures, cont.

Figure 4.23	Sunken lawn surrounded by a stone wall	53	Figure 4.53	Estes Road property boundary condition.....	63
Figure 4.24	Bocce courts.....	53	Figure 4.54	Section.....	63
Figure 4.25	A cascade of steps into a sunken lawn area.....	53	Figure 4.55	Key plan	64
Figure 4.26	Conceptual illustrative plan.....	54	Figure 4.56	Southern edge condition.....	64
Figure 4.27	An example of sports facility	54	Figure 4.57	Section	64
Figure 4.28	An example of sports facility	54	Figure 4.58	Key plan	65
Figure 4.29	Conceptual image of the programmatic elements of the Athletics Facility.....	55	Figure 4.59	Union Pacific Rail Line edge condition	65
Figure 4.31	An example of a bar and patio overlooking a dog park.....	56	Figure 4.60	Section	65
Figure 4.30	Conceptual illustrative plan.....	56	Figure 4.61	Examples of light posts	66
Figure 4.32	The park will provide dog water fountains.....	56	Figure 4.62	Examples of light posts	66
Figure 4.34	Example of free play area.....	57	Figure 4.63	Example of bike rack.....	67
Figure 4.35	Example of play structure	57	Figure 4.64	Example of bollards.....	67
Figure 4.33	Conceptual illustrative plan	57	Figure 4.65	Example of trash and recycling bins.....	67
Figure 4.36	Trees providing shade for picnic areas.....	57	Figure 4.66	Example of bollard with integrated lighting	67
Figure 4.38	An archway in a ruin providing a scenic backdrop	58	Figure 4.67	Example of receptacle.....	67
Figure 4.37	Conceptual illustrative plan	58	Figure 4.68	Example of bench	67
Figure 4.39	A trellis providing shade	58	Figure 4.69	Key plan — primary intersection.....	68
Figure 4.40	Yoga in the park	58	Figure 4.70	Key plan — secondary intersections	68
Figure 4.41	Conceptual Illustrative Plan	59	Figure 4.71	Decomposed granite	69
Figure 4.42	Walking route.....	59	Figure 4.73	Decomposed granite	69
Figure 4.44	Small gatherings and picnics	59	Figure 4.76	Concrete.....	69
Figure 4.43	Example of landscaping.....	59	Figure 4.74	Mosaic brick.....	69
Figure 4.45	Key plan	60	Figure 4.77	Cobblestone	69
Figure 4.46	Section.....	60	Figure 4.72	Gravel basalt chip planter	69
Figure 4.47	Key plan	61	Figure 4.75	Mosaic brick.....	69
Figure 4.48	Section.....	61	Figure 4.78	Asphalt	69
Figure 4.49	Key plan	62	Figure 4.79	California fan palms along 16th Street in Barber Yard.....	70
Figure 4.50	Backyard-to-backyard relationship.....	62	Figure 4.80	Arbutus marina.....	70
Figure 4.51	Section at potential future athletic facility.....	62	Figure 4.82	Chinese pistache tree	70
Figure 4.52	Key plan	63	Figure 4.81	Ginko	70
			Figure 4.83	Maple Pacific Sunset	70

Figure 4.84 Capeweed	71	Figure 5.21 Framework Street Type D	92
Figure 4.85 Ground morning glory	71	Figure 5.23 Supporting Street Type A	93
Figure 4.86 Jasmine	71	Figure 5.24 Supporting Street Type B	93
Figure 4.87 Lavender trumpet vine	71	Figure 5.25 Supporting Street Type C	93
Figure 4.88 Happy Wanderer	71	Figure 5.26 Supporting Street Type D	93
Figure 4.89 Boston ivy	71	Figure 5.27 Residential Alley Type A (Public)	94
Figure 4.90 Potato vine	71	Figure 5.28 Residential Alley Type B (Private)	94
Figure 4.91 Campsis radicans	71	Figure 5.29 Mini-circle	96
Figure 5.1 Existing street network	75	Figure 5.30 Chicane	96
Figure 5.2 Street character in Barber Neighborhood	77	Figure 5.31 Median barrier/narrowing	96
Figure 5.3 Typical alley in Barber Neighborhood	77	Figure 5.32 Slow points	96
Figure 5.4 Inconsistently parked cars are typical on Barber streets	77	Figure 5.33 Intersection bulbouts/Neckdown	96
Figure 5.5 Missing infrastructure as identified in SWCNIP	78	Figure 5.34 Roundabouts	96
Figure 5.6 Connections	78	Figure 5.35 Choker/Realigned Intersection	97
Figure 5.7 Travel mode by ideal trip length	81	Figure 5.36 Half closure	97
Figure 5.8 Street hierarchy	83	Figure 5.37 Turn restrictions/forced turn island	97
Figure 5.9 Pedestrian infrastructure plan	85	Figure 5.38 Speed platform/raised intersection	97
Figure 5.10 Existing Class II Bike Lane on Ivy Street outside BYSP Area	86	Figure 5.39 Neckdown/choker	97
Figure 5.11 Bicycle infrastructure plan	87	Figure 5.40 B-Line Transit Loop	100
Figure 5.12 Street hierarchy	89	Figure 5.41 B-line transit plan	101
Figure 5.13 16th Street within BYSP Area	90	Figure 5.42 Bikeshare	103
Figure 5.14 16th Street outside of BYSP Area	90	Figure 6.1 Existing site aerial	106
Figure 5.15 Transition area where 16th Street crosses in and out of the BYSP Area	90	Figure 6.2 Existing site aerial	106
Figure 5.16 Ivy Street within BYSP Area	91	Figure 6.3 Sewer Connection	107
Figure 5.17 Ivy Street outside of BYSP Area	91	Figure 6.4 Water conservation efforts	108
Figure 5.18 Transition area where Ivy Street crosses in and out of the BYSP Area	91	Figure 6.5 Stormwater pond options	113
Figure 5.19 Framework Street Type B	92	Figure 6.6 Recycling efforts	114
Figure 5.20 Framework Street Type C	92	Figure 6.7 Electric vehicle station	115
Figure 5.22 Framework Street Type E	92	Figure 7.1 Anticipated Phasing plan	122w



1. INTRODUCTION

1.1 Statutory Framework

1.1.1 Purpose

According to the City of Chico General Plan, new mixed-use, residential communities should emulate the positive qualities of traditional Chico neighborhoods and include a clear organizational pattern, an interconnected network of tree-lined streets, and an attractive housing stock. The City of Chico already has a tradition of attractive residential neighborhoods, including the Barber Neighborhood. Barber Yard has the opportunity to become part of this tradition.

This Barber Yard Specific Plan (BYSP) defines clear parameters for the future development of Barber Yard, which is the lands that fall within the BYSP Area. Implementation of the BYSP will create a new mixed-use neighborhood in the area with a distinct sense of place, incorporating opportunities for potential commercial, recreational, and entertainment amenities. The BYSP will facilitate opportunities to have new infrastructure be attractively integrated into the new development, particularly concerning drainage and stormwater systems.

The history of the BYSP Area, natural flora and fauna, and the nearby neighborhood's character are celebrated in the BYSP while also looking forward to a community-minded and resilient future.

This chapter of the BYSP provides context to the specific plan, a description of the BYSP Area, and an overview of the planning process.

1.1.2 Specific Plan Authorization

Specific plans are authorized by Section 65450 et seq. of the California Government Code. Specific plans fall just a step below the general plan in the land use approval hierarchy and are used to systematically implement the general plan in particular geographical areas. (Gov. Code § 65450.) Chico, as a charter city, has considerable autonomy regarding certain types of land use regulation. While much of the State Planning and Zoning Law does not apply to charter cities unless either a specific section provides otherwise or the charter city has expressly adopted the Planning and Zoning Law through its charter or an ordinance (see Gov. Code § 65700, 65803), there have been recent amendments that require Charter City compliance with a number of provisions relating to general plans, specific plans, and zoning. The BYSP relies on this helpful State guidance to prepare a local specific plan. A summary of the information found in the BYSP is listed below.

- The overall vision of the distribution, location, and extent of the uses of land within the BYSP Area is found in sections 2.0 (Visions) and
- 3.0 (Land Uses).
- The proposed distribution, location, extent and intensity of major components of public and private transportation, wastewater, water, drainage, solid waste disposal, energy, and other

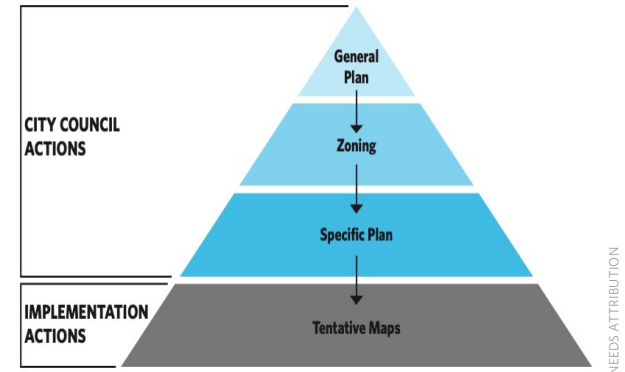


Figure 1.1 Relationship of specific plans to other plans

essential facilities is found in sections 4.0 (Parks & Amenities), 5.0 (Streets & Mobility), and 6.0 (Utilities).

- A program of implementation measures including development regulations, capital improvements, public works projects, and financing measures is found in section 7.0 (Implementation).
- Standards and criteria by which development will proceed and, where applicable, standards of conservation, development, and utilization of natural resources is found in the Appendix: Development Standards.

1.1.3 Relationship to Other Plans

The main purpose of a specific plan is to provide clear guidance for the future development of a site or area. Specific plans are planning (and often regulatory) documents that require a recommendation from the planning commission and adoption by the city council. They are separate from, but must be consistent with, a jurisdiction's adopted general plan. This is why they are often accompanied by General Plan Amendments as well as other conforming legislative approvals. Adoption of this specific plan is a legislative act and will override base zoning provisions set forth in the Municipal Code where specifically addressed in the BYSP.

A specific plan may be as general as setting forth broad policy concepts or as detailed as providing direction to every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

The State of California has developed specific rules for what content must be included in specific plans and for how they are to be organized. To an extent, the range of issues that are contained is left to the discretion of the decision-making body.

What are the differences between a specific plan and a general plan? How do each of these plans relate to the citywide general plan? The purpose of all these plans is to conduct future planning; each type of plan offers a different level of detail for planning in a specific geographic area.

Specific Plan

This BYSP combines a policy document (e.g., goals, policies, and programs) with a regulatory document (serving as zoning). This BYSP includes:

- Land use regulations and development standards;
- A program of implementing measures;
- Planned and needed public works projects to serve the BYSP Area; and
- Financing measures necessary to implement the BYSP and its vision.

A specific plan, as a discretionary land use approval, is subject to environmental review under the California Environmental Quality Act (CEQA). Here, the City has prepared an Environmental Impact Report (EIR), which has analysis that is commensurate with the level of detail set forth in the BYSP.

Due to the detail of the EIR for the BYSP, CEQA provides environmental review streamlining and exemptions, which the City intends to utilize for development proposals pursued under the BYSP, to the fullest extent permitted by CEQA.

General Plan

California law requires that each county and city in the state develop and adopt a general plan. The general plan consists of a statement of development policies and includes a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. It is a comprehensive long-term plan for the physical development of the country or city.

The Chico 2030 General Plan is a statement of community priorities to guide public decision-making. It provides a comprehensive, long-range, and inter-

nally consistent policy framework for the growth and preservation of Chico. The plan's guiding principles, goals, policies, and actions guide day-to-day decisions made by the city council, boards, and commissions on the physical development of the city. Since the General Plan is the constitution for all future development, any decision by the City affecting land use and development must be consistent with the General Plan.

Climate Action Plan Update

The City of Chico's updated Climate Action Plan was adopted in October 2021 and was developed to create a plan for a safer and more resilient future in the face of a changing climate. The Climate Action Plan Update (CAPU) is consistent with the analysis and recommendations from the International Panel on Climate Change (IPCC). The BYSP is intended to be consistent with the CAPU. Please refer to 2.2 Environmental Context for more information.

Southwest Chico Neighborhood Improvement Plan

Adopted in 2008, the Southwest Chico Neighborhood Improvement Plan (SWCNIP) is a guideline for infrastructure development in the Barber Neighborhood. The BYSP is consistent with the goals and objectives outlined in this plan, as noted in various document sections.

1.2 Site Information

1.2.1 Location

The City of Chico is located in Butte County, California, situated at the northeast edge of the Sacramento Valley and approximately 90 miles north of Sacramento. The Sierra Nevada mountains form the eastern edge of the valley. The Sacramento River is located 5 miles west of the city. A Union Pacific Railroad (UPRR) rail line travels along the western edge of Chico.

The City of Chico is the most populous incorporated city in Butte County with approximately 111,490 residents as of 2021.

The BYSP Area is located within incorporated city limits at the southwestern-most corner of Chico. The large, irregularly-shaped BYSP Area is bounded by the UPRR mainline, Estes Road, Normal Avenue, and various individual city properties.

1.2.2 Size and Location

The BYSP Area is approximately 133 acres in size. There is also an associated approximately 13.5-acre off-site improvement area outside the BYSP boundary, located directly south of the BYSP Area, in unincorporated Butte County. Refer to Figure 1.3 for the boundary of the BYSP Area.

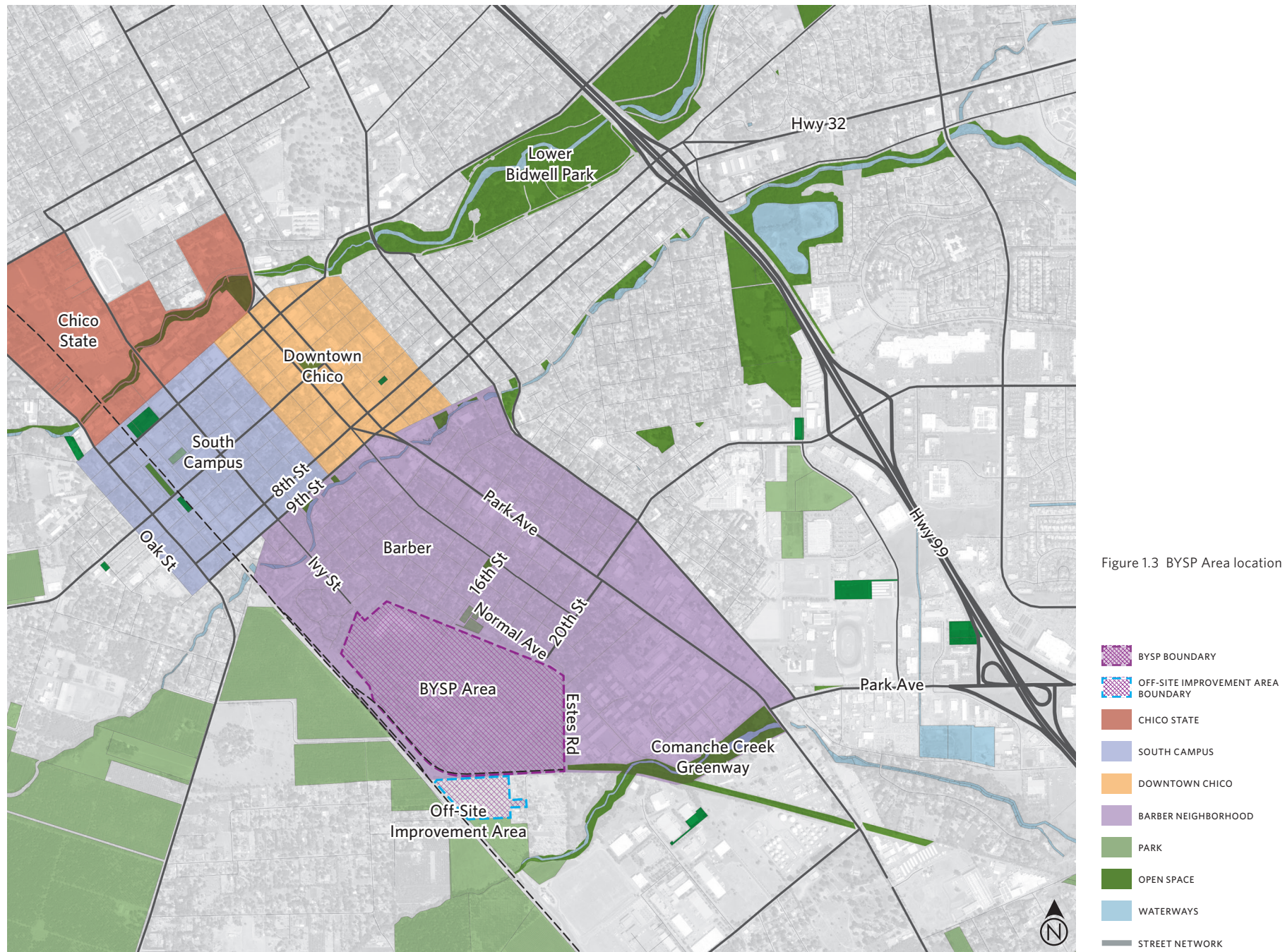
1.2.3 History

The development history of the BYSP Area provides context to the remaining site elements. First developed by the Diamond Match Company in the early twentieth century and used primarily for industrial uses until its abandonment in 2004, aspects of the BYSP Area reflect historical resources in Chico. Buildings in various states of disrepair and mature landscaping remain on site as remnants of this rich development history. More information about the history of the ownership and development of the BYSP Area can be found in 2.3 Historical Overview.



Figure 1.2 Regional location map

CITY OF CHICO



1.3 Planning Process

1.3.1 Initial Steps

Work on the BYSP began in the spring of 2021 to complete a comprehensive existing conditions analysis. This analysis was crucial in helping the city and stakeholders understand key development opportunities, site constraints, and, more specifically, the condition of existing structures.

Conducted in parallel with the existing conditions analysis, a community planning process was developed. The city, the Barber Neighborhood Association, and key stakeholders were involved early on in this process to gather information and develop community outreach strategies. The stakeholders involved included, but were not limited to:

- Barber Neighborhood Association Executive Committee
- Barber Neighborhood residents
- BCAG representatives
- Chamber of Commerce Board
- Chico Area Recreation District (CARD)
- Chico Country Day Charter School
- Chico Police and Fire representatives
- Chico Unified School District leadership
- City of Chico and Butte County staff, administrators, and elected and appointed officials
- Community Housing Improvement Program (CHIP) leadership
- Local environmental advocates
- Union Pacific representatives
- Utility providers (PG&E, Cal Water)

1.3.2 Community Meetings and Development Frameworks

A key factor in the development of the BYSP has been the community engagement. Given CDC guidelines regarding spatial distancing during the COVID-19 Pandemic, much of this involvement was virtual. A project website was created to host all relevant information and was regularly updated. Here, residents and other stakeholders were able to leave comments on an interactive map, access information about the BYSP Area and current plans, and take surveys, whether in place of or in addition to attending the virtual community meetings.

The first community meeting was held on August 26, 2021, with community participants joining virtually via Zoom. This kick-off meeting was a simple presentation of the existing conditions analysis and was followed by break-out conversations with participants who described the strengths, weaknesses, and opportunities of the Barber Neighborhood and their visions for the BYSP Area.



Figure 1.4 Timeline

The second community meeting was held on September 21, 2021, with community participants joining virtually via Zoom. The presentation and discussion centered around the design of public spaces and a street network that would serve the new development at BYSP while minimally disrupting the existing infrastructure in neighboring communities and providing new amenities for nearby residents.

The third community meeting (open house) was held in person on September 22, 2021, outdoors at Meriam Park, a nearby development. Stakeholders were asked to provide feedback on the design of the streets and open space frameworks and their vision for the character of new development in the BYSP Area.

The fourth community meeting was held on October 20, 2021, with community participants joining virtually via Zoom. Residents and other stakeholders were asked for feedback regarding the character and layout of housing and other uses on site.

The planning team met with approximately 250+ residents throughout the entire planning process.

1.3.3 Environmental Review

The environmental review materials required for the City's consideration and adoption of the BYSP were completed concurrently with the preparation of the BYSP. The environmental impact analysis is contained in a separate document, the Barber Yard Specific Plan Environmental Impact Report (EIR). The EIR examines the environmental impacts of development and operation of the proposed project in accordance with CEQA, and includes required feasible mitigation measures as necessary.



Figure 1.5 Photo of in-person open house

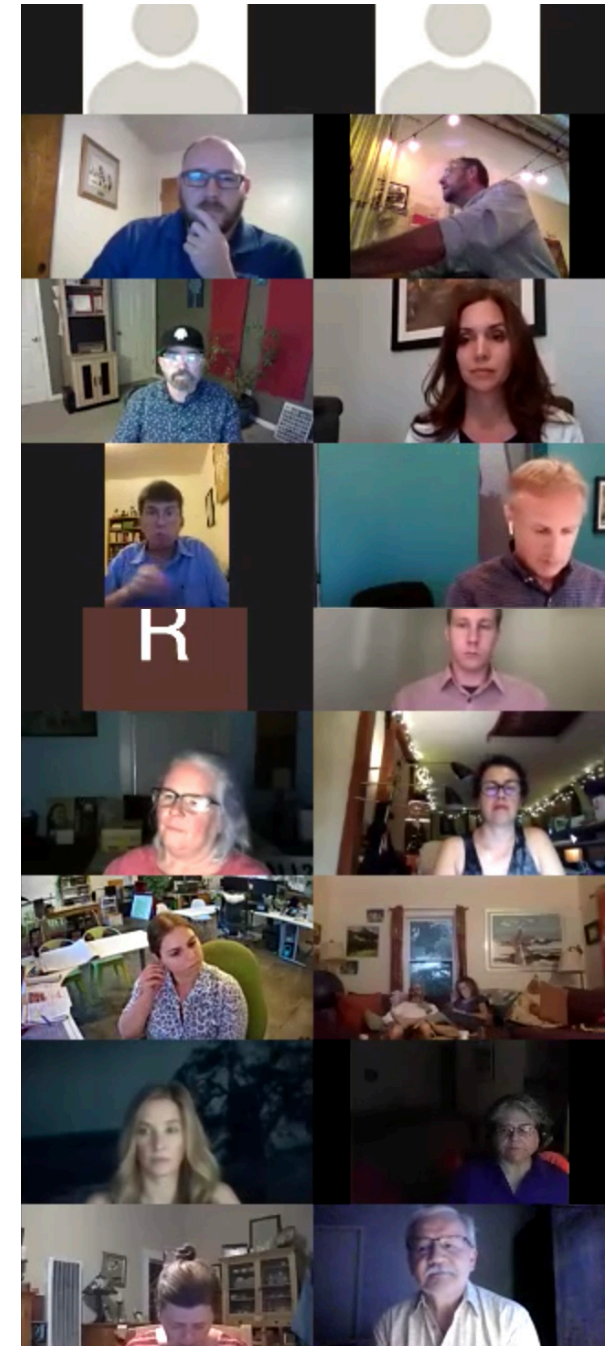


Figure 1.6 Participants of virtual community meeting

1.4 Plan Contents

1.4.1 Contents

The BYSP includes the following chapters:

- **1.0 Introduction** consists of an executive summary of the document, describes the purpose of this specific plan and its relationship to other plans, provides an overview of the site information, and recounts the planning process, including community engagement strategies and the adoption process.
- **2.0 Vision** expounds upon the vision of the BYSP and the goals for the BYSP Area and provides an overview of the climate, resiliency, and historical context of the BYSP Area.
- **3.0 Land Uses** describes the proposed distribution, location, and extent of the uses of land within the BYSP Area.
- **4.0 Parks & Amenities** describes the proposed distribution, location, and extent of major components of public open spaces, plant palettes, and community amenities.
- **5.0 Streets & Mobility** describes the proposed distribution, location, and extent of major components of public and private transportation, the street framework, and mobility choices that are designed in the BYSP Area.
- **6.0 Utilities** describes the proposed distribution, location, and extent of major components of public and private wastewater water, drainage, solid waste disposal, energy, and other essential facilities.
- **7.0 Implementation** describes a program of implementation measures including development regulations, capital improvements, public works projects, and financing measures.
- **8.0 Glossary** provides definitions for terminology commonly used throughout this document.
- **Appendix: Development Standards** describes the standards and criteria by which development will proceed and standards of conservation, development, and utilization of natural resources.

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2. VISION

2.1 Specific Plan Vision

2.1.1 Statement of the Vision

The objectives for Barber Yard were developed early in the planning process using, among other things, input from stakeholders and informed the content of this specific plan. The vision of the BYSP is to redevelop the BYSP Area as a new mixed-use neighborhood with a distinct sense of place. Residential neighborhoods are envisioned as safe and walkable, with parks, neighborhood retail, recreational, and entertainment clusters to serve the community. Buildings are envisioned to have contextual architectural features and link to the surrounding neighborhood's character. The infra-structure is envisioned to be attractively integrated into the development. This vision will be implemented over time based on numerous market and other considerations, and in coordination with broader city infrastructure and improvement efforts.

A celebration of the history of the BYSP Area, nature, and the regional character of Chico are key components in achieving the BYSP vision. The BYSP also looks forward to a community-guided and resilient future.

2.1.2 Objectives

The following guiding principles communicate the foundational philosophy that guides and directs the land use vision of the BYSP.

- Develop the BYSP as an extension of the Barber Neighborhood.
- Preserve and celebrate the BYSP Area's rich history to foster a strong sense of place.
- Encourage community and stakeholder input during the preparation of the BYSP.
- Direct development in proximity to and with connections to the existing Barber Neighborhood, Downtown, and Chico State, supporting density over sprawl.
- Create a wide range of housing opportunities and choices that are generally smaller than the average unit size in Chico and focused on providing options to broad segments of the community.
- Embrace a variety of transportation choices, including access to public transit, support for people-powered modes, and accommodation of emerging technologies.
- Create walkability throughout the BYSP Area and into the surrounding neighborhood.
- Mix land uses to encourage a central social hub for new residents, the broader neighborhood, and the Chico community.

2.2 Environmental Context

2.2.1 Climate Context

In keeping with the City of Chico's intent, Barber Yard is intended to function as a sustainable and vibrant mixed-use neighborhood that strengthens the surrounding communities. Incorporation of feasible sustainable design features into development within the BYSP Area will result in numerous benefits for the community, the environment, the city, property owners, residents, workers, and visitors. A focus on walkability at the framework level and efficient building technologies at the architectural level prioritizes environmentally-friendly development practices, as feasible.

California is a global leader in climate change action, faced with geographically-specific effects such as wildfires and droughts, among others, that impact both the environment and people. Recent events in and around Chico include heavy rainfall and flooding in 2017 that overwhelmed the Oroville Dam's spillways, prompting the evacuation of more than 180,000 people living downstream. Strong winds and drought conditions in 2018 created the deadliest wildfire in California's history, which destroyed the town of Paradise and drove a massive influx of climate migrants into Chico. Fire again threatened the region in 2020, when a lightning strike caused the Northern Complex fire in Plumas and Butte Counties. These disasters have put Chico on the front lines of a changing climate.

Geographic location, industries, demographics, and future growth all dictate Chico's vulnerability to climate change. The city completed a Vulnerability Assessment in 2018 in order to better understand the type, location, and severity of potential impacts due to climate change¹.

¹ Major findings from this assessment can be found at <https://chico.ca.us/post/climate-action-plan-update>

2.2.2 Climate Action Plan Update

The City of Chico developed a Climate Action Plan Update (CAPU) in 2021 to create a plan for a safer and more resilient future in the face of droughts, wildfires, and flooding, which are all projected to worsen across the state due to climate change. The CAPU includes specific actions to reduce GHG emissions (including carbon dioxide, methane, and nitrous oxide emissions) and achieve the city's target of carbon neutrality by 2045. Achieving carbon neutrality in Chico will demonstrate a fair share contribution to limiting global temperature rise to below 2 degrees Celsius in this century, which is consistent with the IPCC analysis on the benchmarks needed to reduce the likelihood of irreparable global climate change. Part of this commitment to sustainability is at the scale of local communities, where public health, equity, and longevity are top priorities.

The CAPU acknowledges the important role of local government in the reduction of GHG emissions. Local land use planning, building standards, and public and private partnerships are just some of the tools that cities may deploy in order to develop behavior-changing policies.

Targets Set Forth in the CAPU

A required part of the CEQA "qualified" CAPU is the GHG emissions target for 2030 and a long-term GHG emissions goal for 2045. Chico's targets are

to reduce mass emissions 45% below 1990 levels by 2030 and to achieve carbon neutrality by 2045. The adopted 2030 target, therefore, exceeds SB 32 (40% reduction in GHG emissions from 1990 levels by 2030) by 5%, while the adopted 2045 goal aligns with EO B-55-18, the state's current long-term GHG reduction goal.

The City of Chico has worked with community partners, local businesses, and individual community members to identify strategies for reducing GHG emissions in Chico as part of the CAPU's development. The strategies are organized in a support structure with three levels.

- Sector Strategies address GHG emissions in specific categories.
- Measures define quantitative goals that will contribute to sector strategies.
- Actions consist of the specific steps the city and community will take together to accomplish the measure goals.

Please refer to the CAPU for more specific information.

2.2.3 Site Context

Based on geological research, the specific environmental context of the BYSP Area includes the following characteristics:

Geology & Hydrology

- The shallow depth alluvial deposits found within Barber Yard are Recent-age and are principally derived from the outwash of Little Chico Creek north of Barber, and floodplain materials of Comanche Creek, which is located south of Barber Yard. Beneath the gently westward sloping alluvial deposits of Barber Yard is the Tuscan Formation. The Tuscan Formation is characterized by near horizontal deposits within the Formation and a four-million-year-old volcanic ash horizon at the bottom of the formation.
- The Tuscan Formation crops out continuously on the northeastern flanks of the Northern Sacramento Valley and extends westward beneath the valley floor. The Tuscan Formation is of Late-Pliocene age and comprises volcanic mudflows, tuff, breccia, sandstone, and ash deposits. Groundwater in the Northern Sacramento Valley Groundwater Basin is contained primarily within the pore spaces of the reworked sand and gravel aquifers of the Tuscan Formation, with much of the groundwater being confined under pressure by layers of impermeable clays, mudflows, or tuff breccia.

- From Tehama County south to the City of Chico, the groundwater flow direction in the lower Tuscan aquifers is westerly toward the Sacramento River. However, south of Chico in the Barber Yard area, the groundwater flow changes to a southwesterly direction along the eastern margin of the Northern Sacramento Valley and to a southerly direction in the central portion of the Butte Basin.

Surface Soils

- According to the USDA Web Soil Survey, the Barber Yard surface soils are mapped as "Chico Loam" and are considered "Prime Farmland when irrigated." These well drained soils are derived from weathering of the igneous and metamorphic rock formations outcropping east of Chico, as well as the local alluvial deposits.

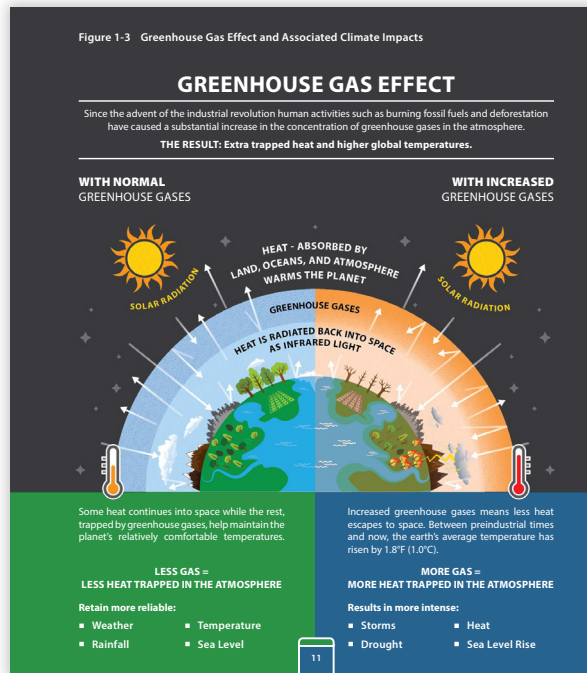


Figure 2.1 Excerpt from the CAPU

2.2.4 Resiliency

There is a distinction commonly discussed in the planning community between sustainability and resiliency. Sustainability is a term that often refers to practices that have low or no impact on the local and regional environment. It is also often used as a catch-all term. At its core, sustainability is the means by which humans can be environmentally conscious by modifying existing behaviors on a collective scale. Resiliency, on the other hand, is a term that looks more to the future than the past or present, acknowledging that local measures must be taken to protect each community against the effects of some degree of climate change.

The City of Chico and the entire state of California are already well-acquainted with the impacts of climate change. Projections of global temperature rise, extreme weather events, and other climate change-related catastrophes paint an even bleaker future that must be taken into account. Any conversation about development must be framed in terms of the future durability of communities.

The BYSP Area is located far from the most severe risks associated with local impacts from climate change in that it is an infill site within the City of Chico. Barber Yard is designed to be conservation-minded, as feasible.

2.3 Historical Overview

2.3.1 Planning Area History

The following historical analysis was gathered with the help of local experts and is described more fully in the BYSP EIR. This is a summary of the history of Barber Yard, the Barber Neighborhood, and the region. For more detail on the history of Barber Yard, please refer to Diamond Match Company Barber Plant and Match Factory: *A Chronology of Events* by Don Alger and Ray Rolls (2021).

Diamond Match Factory Era

Looking to relocate close to California's booming lumber industry, the Diamond Match Company acquired approximately 240 acres of land adjacent to the California & Oregon Railroad in 1903. At this time, the land was located outside of the City of Chico limits and was undeveloped. The new development, called "Barber," was named for the owner of the Diamond Match Company, Ohio Columbus "O.C." Barber, who began construction that year.

The first building constructed in Barber was located close to the railroad and housed the Carpenter's Camp. The second building constructed was the Machine Shop/Engineering Department building. Both buildings housed activities that were necessary for constructing the rest of the development.

Between 1904 and 1906, the Diamond Match Factory's primary buildings were constructed, including

the stables, machine shop, foundry, powerhouse, sorting shed, dry kilns, dry lumber shed, planing mill, storehouses, sash and door factory, general offices, engineering works, lumber sheds, and box factory. Interestingly, the actual match factory was constructed last, in 1906. Inaccurate assumptions regarding the construction of a railroad between a particular logging operation and the site were primarily to blame for this delay since the actual manufacturing of matches relied on this connection. Weather also played a part in this timing—match manufacturing generates heat, so it was often suspended during the year's hottest months.

Workers' housing began construction around the same time, with the first wave of housing built between 1904 and 1906. Houses constructed by the Diamond Match Company were designed according to the employee's hierarchy within the company, with the largest and most lavish homes going to upper management and smaller homes to lower-level employees.

Interestingly, the planning diagram of the residential Barber Neighborhood did not reflect this hierarchy. While no information is available regarding the planning or architectural intent, the prevailing attitude towards urban planning at that time, particularly of company towns, was primarily based on the relationship to the company's property. Often, upper



Figure 2.2 Historical photo of a company event, circa 1940

management did not want to live in the same area as the lower-level workers, so the larger houses tended to be clustered together and farther away from the factory itself to distance themselves from pollution, foul odors, and more. In the case of Barber, however, it seems that there was a relatively even distribution of higher-end housing throughout the neighborhood, with only a few noticeable clusters of high-style architecture.

The architectural style of homes built by the Diamond Match Company is also very diverse for a company town. The trend at this time to pay homage to various traditional styles, mainly from Western Europe, is evident even today. Colonial Revival, Spanish Revival, European Romantic, Craftsman,

and Victorian Farmhouse are just some of the various architectural styles on display in Barber. Many houses incorporate more than one of these styles, with details referencing different historical characteristics that create an incredibly unique feel.

The neighborhood did not just consist of houses but rather was a true mixed-use community. At its peak, Barber boasted orchards, shops, a swimming pool, a social hall, and other amenities for residents. Company towns at this time were purposely designed to accommodate all of the needs — social, religious, recreational, educational, etc. — that employees and their families might require. In 1906, a baseball diamond and tennis courts were added near the engineering building, reinforcing this insular community. Fairburn Hall was the community's social hall built by the company and named one of its owners. Diamond Match Company was often cited as a generous company, organizing baseball tournaments, social events, and even marching bands to keep employees happy.

In 1914, the apiary business began, headed by manager W. B. Dickenson, an avid beekeeper. This department took over an old powerhouse and quickly grew to become one of the world's largest bee supply factories.

The Diamond Match Company evolved quickly in its first decade in California, requiring the factory to nearly double in size in 1916. Lots of shuffling between buildings and equipment occurred this year. Although undocumented, it can be assumed that the Barber Neighborhood grew at this time to keep up with the company's growth.

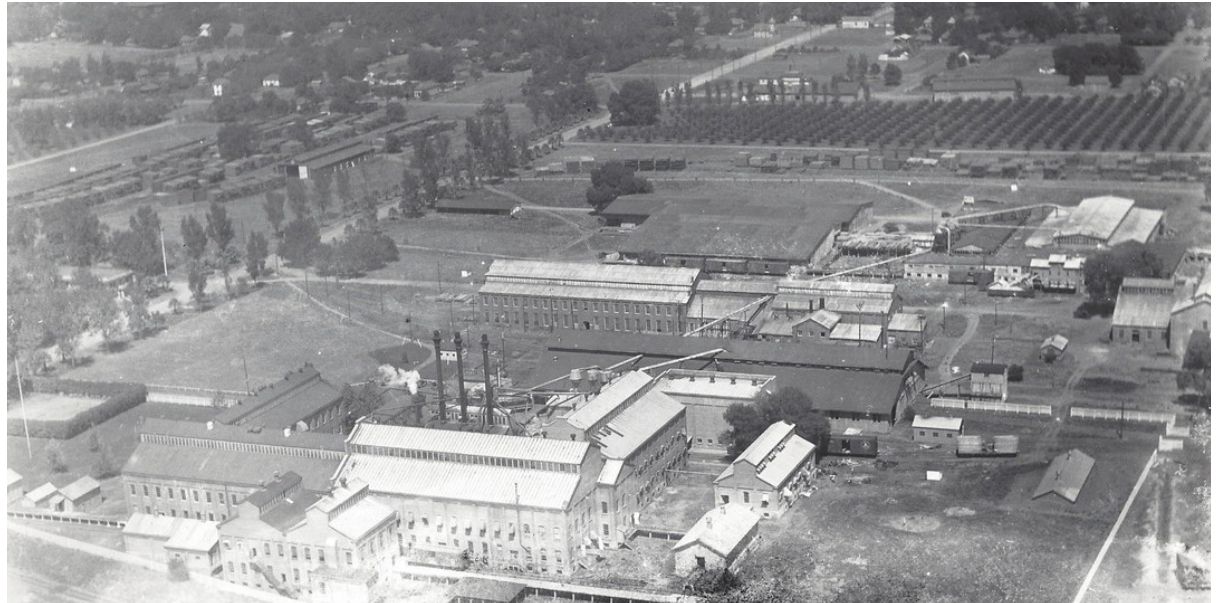


Figure 2.3 Historical aerial photo of the Diamond Match Factory

In 1918, the Barber Neighborhood and the majority of the factory's grounds were annexed to the City of Chico, with remaining portions of the BYSP Area annexed following in 1970 and 1997.

Factory Decline

Between 1947 and 1975, the Diamond Match Company experienced a steady decline. Among other reasons, match boxes became less popular than disposable lighters, cigarette use declined, and gas stoves came with automatic lighters. The company changed hands many times in this period, undergoing mergers and changing names.

The factory at Barber Yard steadily decreased its number of workers and salaries were cut, leading remaining employees to strike in 1975. Several weeks passed with no agreement made between

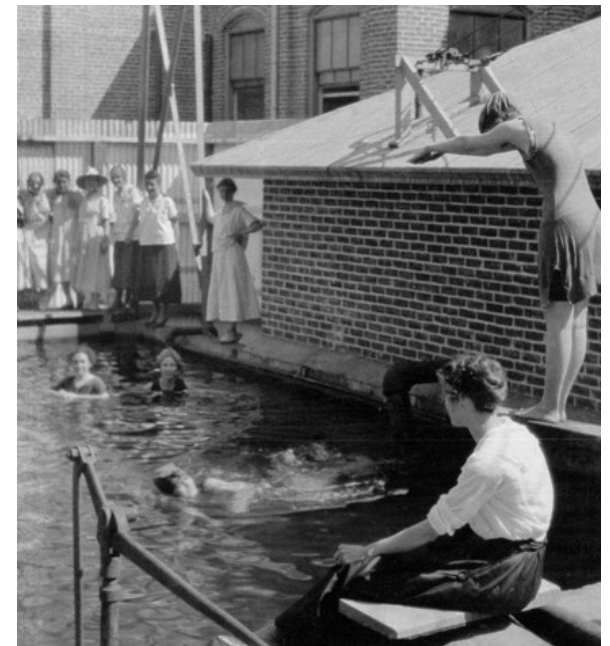


Figure 2.4 Historical photo of Fairburn Hall Pool, circa 1910

corporate and strikers. Finally, the decision was made to close the plant at Barber Yard and shift operations to other facilities nationwide. In 1978, Fairburn Hall burned down and the majority of the buildings at Barber Yard were demolished.

Louisiana Pacific Era

In 1984, six years after the initial demolitions of Diamond Match, Louisiana Pacific, a building materials manufacturing company, acquired Barber Yard. The existing large warehouse at the north of the BYSP Area was likely built by Louisiana Pacific and was used to manufacture plastic molding. This era did not last long; in 1989, the plant closed.

Nineties to Now

There are very few records about the use and ownership of the BYSP Area between the years 1989 and 1997, so much of the following information was gathered through discussions with long-time Barber residents.

The existing warehouse built and used by Louisiana Pacific is believed to have been used for prune drying and packing in the early 1990s. In 1994, the building was coined “Storage in the Yard” and began to be used as RV storage, which is still in operation today.

In 1997, an environmental and engineering evaluation of the BYSP Area was prepared, presumably to determine the extent of chemicals or other dangerous materials existing on site that could have been

left from match production processes. The results of that evaluation are not known, although findings of an updated analysis are discussed at length in the BYSP EIR.

Later that same year, the Barber Yard was purchased by Barber Land LLC. A large mixed-use development was planned for the site, but no construction actually occurred during this time. In 2020, the owner of Barber Land LLC passed away.

The few remaining buildings in 2004 included the apiary, lumber warehouse building, small warehouses, and foundations. Arsonists set fire to the apiary and lumber warehouse building and they were destroyed. Only non-combustible materials remain.

In 2021, the Gonzales Development Company acquired Barber Yard.

2.3.2 Remaining Site Elements

The history of development at Barber Yard is still somewhat evident today in small traces.

Landscaping

Remnants of the factory entrance road and the plentiful orchards during the Diamond Match Factory era are still evident. Some large palm trees line the extension of 16th Street through the BYSP Area. Landscaping has not been maintained for at least two decades. Many trees have died due to decades of neglect and lack of water.

Building Ruins

Very few existing buildings remain standing; however, the warehouse built by Louisiana Pacific still stands in good condition, the Diamond Match Factory Engineering Works building shell has been deemed safe to refurbish, and the small power house (Shop) nearby is also in fair condition.

Despite the destructive fire in 2004, the apiary building is still evident today due to a single wall that is in a state of ruin.

Connections to Context

Historically, Barber Yard featured multiple street and pedestrian connections into the surrounding neighborhood and was specifically designed to connect to the railway. Today, the only connection to the BYSP Area is via 16th Street. Ivy Street and the streets parallel to 16th (14th, 18th, 20th, and 22nd) lend themselves to be connected.

Asphalt Cap

Approximately 3 acres of asphalt at the southwestern-most corner of the BYSP Area is known locally as the “asphalt cap.” Remediated materials, including arsenic, are entombed under the asphalt cap. The cap is monitored by the Department of Toxic Substances Control (DTSC) and will remain in perpetuity. (See BYSP EIR for additional information in this regard.)

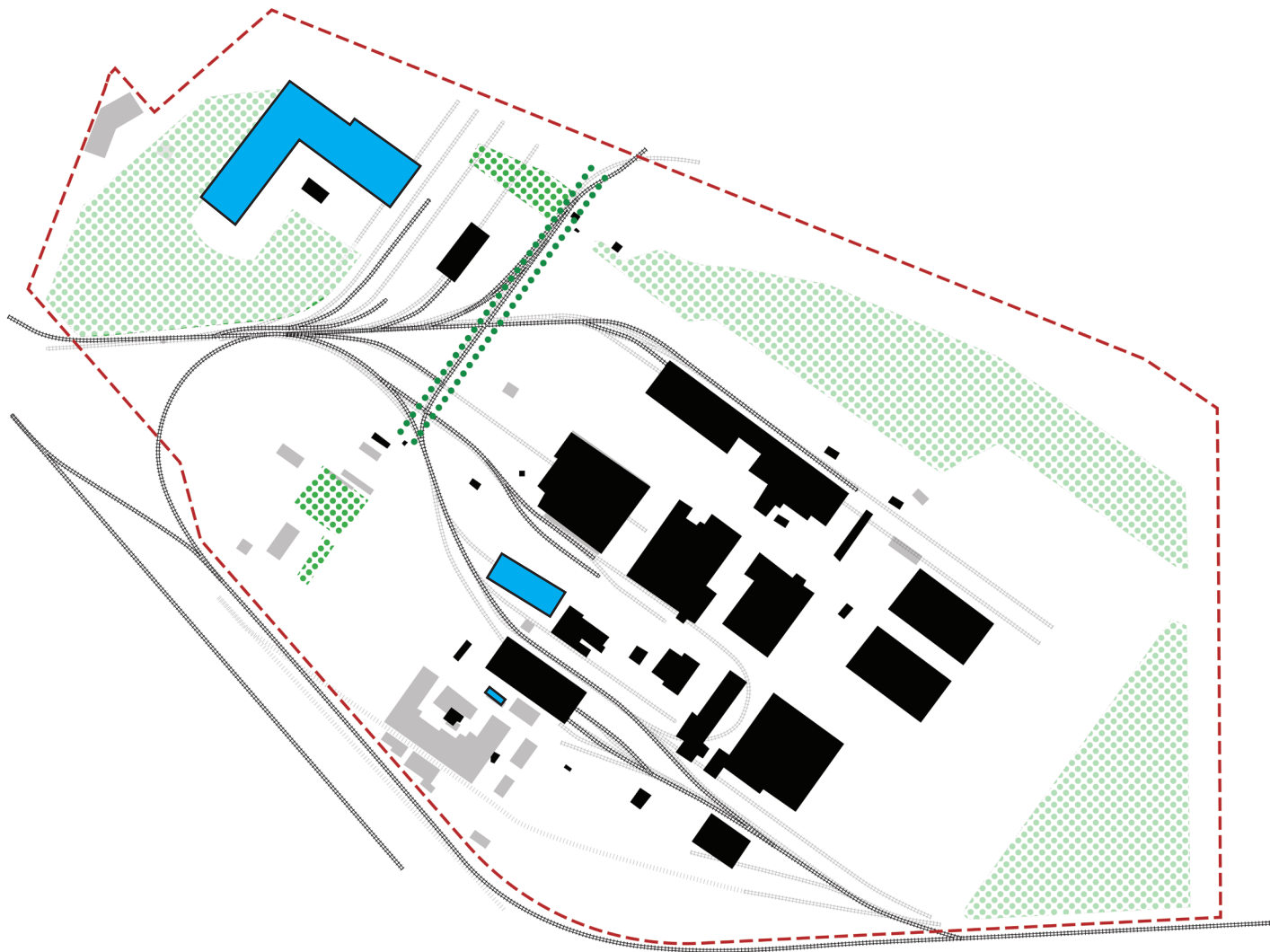


Figure 2.5 Historic development at Barber Yard

- BYSP AREA
- BUILDINGS REMAINING
- EXISTING TREES
- FORMER ORCHARD LOCATIONS
- BUILDINGS DEMOLISHED AFTER LOUISIANA PACIFIC ERA
- RAILWAY FROM LOUISIANA PACIFIC ERA
- BUILDINGS DEMOLISHED AFTER DIAMOND MATCH FACTORY ERA
- RAILWAY FROM DIAMOND MATCH FACTORY ERA





3. LAND USE

3.1 Land Use Objectives

The land use objectives for the BYSP reinforce the unique history of the BYSP Area, extend and connect with the existing Barber Neighborhood, and provide the opportunity for a mix of uses and housing options for future residents. The BYSP Area is approximately 133 gross acres and is currently designated as SPA-2 Diamond Match on the City of Chico Zoning Map. Upon City Council adoption of the BYSP, the zoning map of the BYSP Area will be amended to SPA-Barber Yard. The BYSP incorporates as part of its overall land use vision roughly 4.7 acres of public parks as well as opportunities for potential future amenities such as an athletics facility, bike trails, food venues, and a dog park.

The BYSP also includes development of an approximately 3- to 5-acre stormwater basin within an approximately 13.5-acre off-site improvement area, located directly south of the BYSP Area, in unincorporated Butte County (see Section 6.4).

The design of the BYSP community will be guided by traditional neighborhood design principles seen in other parts of Chico by planning for a pedestrian-friendly network of streets and parks. In certain instances, garages may be kept off the street and accessed by way of alleys. The architecture of the residential areas will build on the existing character of the Barber Neighborhood, as appropriate. Blocks will be sized to support a mix of housing types,

designed to serve a relatively wide range of economic segments in the community. At full buildout, the BYSP will include a maximum of 1,250 dwelling units.

The BYSP consists mostly of residential development with a mix of commercial and office uses throughout. Within the BYSP Area today there are three existing buildings which could be adapted for reuse, including the Engineering Building (approximately 17,200 square feet), the Shop (approximately 2,800 square feet), and the Warehouse (approximately 130,000 square feet). Together, these structures represent the opportunity for approximately 150,000 square feet of future commercial and recreational uses. Up to 60,000 square feet of additional newly-constructed commercial is also planned.

The BYSP contemplates a density range from 4 units/gross acre to 35 units/gross acre. These bookends are intended to promote a broad range of housing opportunities.



Figure 3.1 Existing conditions

--- BYSP AREA BOUNDARY

3.2 Land Use Concept

3.2.1 Proposed General Plan Land Use Designations

As part of the Chico 2030 General Plan (CGP), Barber Yard was identified as a Special Planning Area (SPA). According to the CGP, Appendix C, *“The Barber Yard SPA will include a mix of residentially designated land, including low, medium, and high-density residential, and residential mixed-use, with an overall average density of approximately 6 to 15 units per acre. Residential areas will be developed as an interconnected series of walkable neighborhoods served by a village center and parks. Additional land uses in the SPA will include office, light industrial, and public uses.”* An associated table lists the development potential for the SPA as 1,096 dwelling units and 403,882 non-residential square feet. The BYSP includes development potential for 1,250 dwelling units, 210,000 square feet of non-residential uses, parks, amenities, and infrastructure. The nine land use designations in the BYSP Area have been replaced by the five land use designations described below and illustrated in Figure 3.2.

Land Use Designations

Medium Density Residential (MDR)

Most of the BYSP Area would be designated for Medium Density Residential uses, primarily intended for single-family detached homes on small lots as well as duplex and single-family attached homes

such as townhouses as additional housing product to serve a variety of households.

Medium-High Density Residential (MHDR)

Medium-High Density Residential land use designation is proposed along the BYSP Area’s western edge as a transition between traditional single-family neighborhoods and the UPRR corridor, similar to the existing Pine Tree Apartment complex to the northwest. The existing Warehouse is within this land use designation and may be adaptively reused as an indoor/outdoor athletic facility. Dwelling types within the MHDR designation may include townhouses, garden apartments, and other forms of multi-family housing. Land within this designation may also be used for retention/detention basins.

Residential Mixed Use (RMU)

This land use designation is characterized by a mix of residential and nonresidential development at medium to high densities. It allows for commercial, office, and residential uses to be located on the same property, either vertically or horizontally. It does not preclude development that is entirely residential, although it does encourage (although not require) a mix of uses. Additionally, other primary uses may be allowed by right or with approval of a Use Permit, as outlined in the City Municipal Code. The Engineering Building, which would be available

for adaptive reuse as a pavilion, would be equipped to host occasional commercial events open to the public; and the Shop, which would also be available to be adaptively reused for commercial use, both fall within this designation.

Primary Open Space (POS)

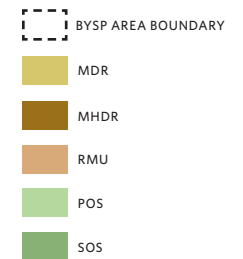
The Primary Open Space (POS) land use designation is typically used in the City to protect areas with sensitive habitats, groundwater recharge areas, and areas subject to flooding. In the BYSP, the asphalt cap would be classified under this land use designation to ensure that it is maintained in its current, open space state, except for permitted ancillary surface parking as well as other uses allowed by DTSC.

Secondary Open Space (SOS)

The Secondary Open Space (SOS) land use designation covers land intended to be used for both intensive and non-intensive park and recreational activities, such as active and passive parks, other types of recreational amenities, and trails. The BYSP incorporates a wide variety of passive and active parks and recreational facilities for both residents and their pets. The existing baseball field is included within the SOS.



Figure 3.2 Proposed general plan land use designations



3.3 BYSP Zoning

3.3.1 General Description

The BYSP Zoning Summary (Figure 3.3) illustrates the general location and relationship of all primary land use areas. Table 3.1 sets forth the permitted, conditionally permitted and prohibited land uses within each zoning district. This diagram and table will serve as the main reference and guideline for all future development proposals and implementation activities in the BYSP Area. The BYSP proposes a mixed-use, residential community that will provide a wide variety of housing types to serve numerous segments of the community. Residential is the predominant land use throughout the BYSP Area. All residential units are planned at medium to high density to facilitate the construction of a broad range of housing types. Parks, trails, and a mixed-use social hub are also contemplated herein that, once implemented, will serve as a thoughtful complement to the proposed residential uses.

The BYSP sets forth the development regulations for Barber Yard. Provided, however, that for any development regulations not covered in the BYSP, relevant provisions set forth in Title 19 of the Chico Municipal Code (CMC) shall apply. In the event of a conflict, the provisions of this BYSP shall govern and prevail.

BYSP-R2

The BYSP-R2 zoning is intended to implement the Medium Density Residential land use designation. This district applies to areas appropriate for medium-density residential development with a mixture of housing types, including single-family homes as well as multi-family residential projects, such as duplexes and townhouses. The development standards and permit requirements of the BYSP-R2 district are intended to help ensure overall compatibility with adjacent existing neighborhoods, such as the Barber Neighborhood, while providing for additional compatible development. Permitted densities range from a minimum of 4 to a maximum of 14 units per gross acre. The minimum number of dwelling units per acre is less than the City's base zoning to promote greater flexibility. BYSP-R2 development standards in the BYSP include reductions in lot sizes to allow more compact development (see Table 3.3).

The CMC stipulates in Section 19.76.151 that *"small-lot, detached single-family subdivisions may be allowed in the R1 and R2 zoning districts... The purpose of the small-lot subdivision regulations is to allow small-lot single-family housing development in new and existing neighborhoods to provide compact development and efficient infill."* The BYSP contemplates using this small-lot subdivision provision, as modified in Section 3.5.2 of the BYSP, to allow for bungalow court and similar non-traditional compact living options not otherwise accommodated under the base R2 district in the CMC.

BYSP-R3

The BYSP-R3 zoning is intended to implement the Medium-High Density Residential land use designation. This district is applied to areas appropriate for medium-high density residential neighborhoods. Permitted densities range from a minimum of 14.1 to a maximum of 35 units per gross acre. The maximum number of dwelling units per acre is greater than the City's base zoning to promote greater density in proximity to existing apartments and planned parks and non-residential mixed uses. The existing warehouse is within the BYSP-R3 district and may be adaptively reused as an indoor/outdoor athletic facility. Also, centralized mini storage to serve any resident within the BYSP Area is permitted in BYSP-R3, including in portions of the existing warehouse.

BYSP-RMU

The BYSP Residential Mixed-Use zoning is intended to implement the Residential Mixed Use land use designation. The BYSP-RMU district is anchored by the existing Engineering Building which may be adaptively reused as a pavilion that is equipped to host occasional events, such as farmers markets, craft fairs, performances, and weddings via temporary use permit authorization. The existing Shop is also covered by the BYSP-RMU district and may be restored to house a complementary commercial use. These two buildings will form the nucleus of the BYSP's potential future social hub.

More broadly, the BYSP-RMU district is intentionally intertwined with OS2 to activate and animate the civic realm. New construction will frame the contemplated public spaces and be characterized by predominantly residential development over ground floor commercial at medium to higher densities. Minimum lot sizes have been reduced relative to the City's base zoning to promote the inclusion of smaller businesses/entrepreneurs.

The BYSP-RMU district also allows for commercial or office uses on the same property as residential uses, either vertically or horizontally, and does not preclude development that is entirely residential or entirely commercial with respect to a specific individual development proposal. Other primary

uses, including certain commercial uses, shall be allowed by right or with approval of a use permit in compliance with CMC, Title 19, Table 4-2. The BYSP-RMU zoning district is primarily intended to implement the Residential Mixed Use designation of the General Plan. Permitted densities range from a minimum of 10 to a maximum of 20 units per gross acre; there is no minimum Floor Area Ratio (FAR). The maximum FAR is 0.75.

BYSP-OS1

The BYSP-OS2 zoning is intended to implement the Secondary Open Space land use designation. The BYSP-OS1 zoning district is intended to implement the Primary Open Space land use designation. OS1 applies to the existing asphalt cap that is currently monitored by the DTSC. New uses within the BYSP-OS1 district are restricted to surface parking, without the CMC shading requirement, or as permitted by DTSC. The BYSP-OS1 zoning district is primarily intended to implement the Primary Open Space land use designation of the General Plan.

BYSP-OS2

The BYSP-OS2 zoning is intended to implement the Secondary Open Space land use designation. This district is applied to areas appropriate for both intensive and non-intensive park and recreational activities, such as active and passive parks, trails, and other similar uses. The BYSP incorporates a wide variety of passive and active parks and recreational amenities for residents, visitors and their pets (see Figure 4.30). This includes the potential future restoration and reuse of the existing baseball field and preservation of existing tree stands. Other features included in the BYSP-OS2 district include the Barber Pop-up, Diamond Plaza, The Square, Dog Park, Picnic Grove Park, Ruins Park, and The Yard (pocket parks). The complementary public trail network is intended to be integrated with proposed street rights-of-way, tying together the existing Barber Neighborhood and the BYSP Area.

Zones	Approx. Gross Acres	Units/ Gross Acre	Dwelling Units/ Max Non-Residential SF Allowed
BYSP-R2	79	4-14	632
BYSP-R3	26	14.1-35	438 130,000 SF
BYSP-RMU	15	10-20	180 80,000 SF (20,000 SF of which is in existing buildings)
BYSP-OS1	3	N/A	0
BYSP-OS2	10	N/A	0
BYSP Maximum	133	N/A	1,250 Dwelling Units & 210,000 SF Non-Residential SF

Table 3.1 BYSP Zoning Summary

Note: The acreage shown in Table 3.1 is an approximation. The precise location of such designations, rights-of-way, and parks shown in the graphic representation in Figure 3.3 shall be determined upon the approval of more detailed plans.



3.4 Conceptual Phasing

For purposes of logical infrastructure planning, the BYSP Area is contemplated to be developed in three phases, although these phases may be built sequentially or concurrently in the developer’s discretion based on numerous market and other considerations. Phase 1 covers the areas adjacent to Ivy Street and 16th Street, the northern edge of the BYSP Area, and large parts of the potential future social hub area. Phase 2 covers the center of the BYSP Area and the remainder of the potential future social hub area. Phase 3 is the remainder of the BYSP Area east of 20th Street. The initial infrastructure built will connect Ivy Street to 16th Street, creating two means of primary ingress and egress. The foregoing phases are conceptual in nature and will be further refined and finalized as part of the subsequent development process for individual proposals.

Phase	Approx. Gross Acres	Approx. Residential Units	Approx. Square Feet of Commercial
1	52	447	170,000
2	47	625	40,000
3	34	178	—
Total	133	1,250	210,000

Table 3.2 Anticipated Phasing

Note: The acreage shown in Table 3.2 is an approximation.

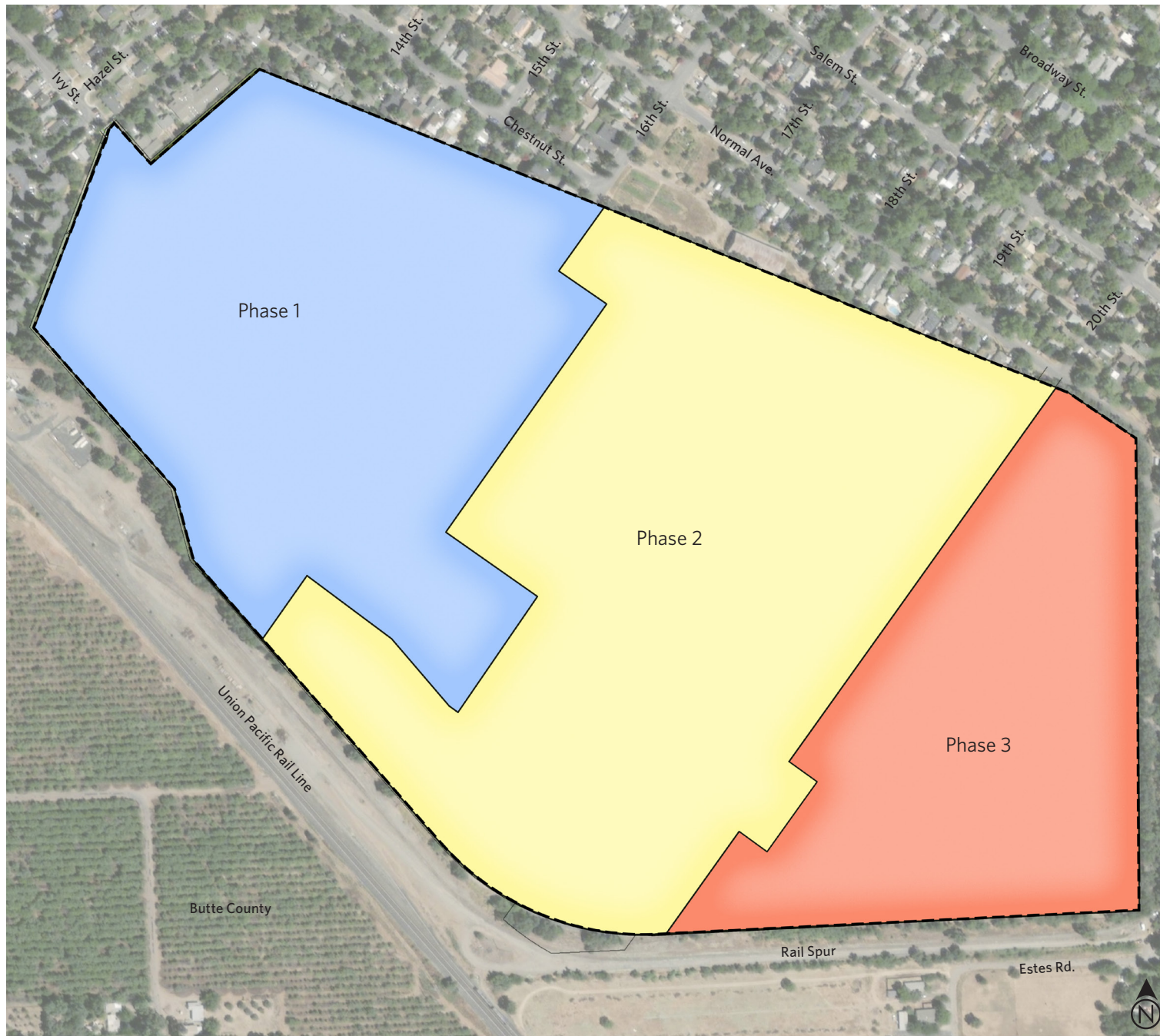
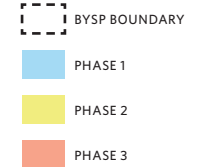


Figure 3.4 Anticipated Phasing Plan



3.5 BYSP Development Standards

The requirements in Table 3.3 shall apply to new land uses and structures and alterations to existing land uses and structures, in addition to any applicable development standards (such as parking and fencing) in this chapter.

3.5.1 Lot Development

DEVELOPMENT FEATURE	BYSP-R2	BYSP-R3
Minimum Lot Size Minimum Area	Interior lots: 3,000 sq. ft.; 2,960 sq. ft. with parkways. Corner lots: 3,300 sq. ft.; 3,250 sq. ft. with parkways. Interior lot townhouse: 1,200 sq. ft. 2-family unit and corner lot townhouse: 1,300 sq. ft.	Interior lots: 4,000 sq.ft.; 3,960 sq.ft. w/parkway. Corner lots: 4,400 sq.ft., 4,250 sq.ft. w/parkways. 1,425 sq. ft. site area/unit
Minimum width at front setback line	Interior Lots: 30 ft. Corner Lots: 35 ft. Interior lot townhouse: 16 ft. Corner lot townhouse: 21 ft. Provided, however, lots on cul-de-sacs or knuckles shall have a minimum width of 35 ft.	Interior Lots: 45 ft. Corner Lots: 50 ft.
Residential Density	4 units/gross acre - 14 units/gross acre	14.1 units/gross acre - 35 units/gross acre
Setback Front	10 ft. for main buildings; 20 ft. for garages/carports from the facade, exclusive of porches. None required for condominiums, townhouses, and similar housing types.	10 ft. for main buildings; 20 ft. for garages/carports.
Setback Sides	4 ft.; plus 5 ft. additional for each story over the first where the setback abuts an RS or R1 district.	5 ft.
Setback Side Street	10 ft. for main buildings; 20 ft. for garages/carports with access perpendicular to the street.	10 ft. for main buildings; 20 ft. for garages/carports with access perpendicular to the street.
Setback Rear	10 ft. for main buildings; plus 5 ft. additional for each story over first where setback abuts RS or R1 zone; 5 ft. for alley-loaded garages. If not 5 ft., then 20' for alley-loaded garages	10 ft. for main buildings
Accessory Structures	See CMC Section 19.76.020 (accessory uses and structures).	See CMC Section 19.76.020 (accessory uses and structures).
Site Coverage	65%	70%
Impervious Surface Site Coverage	N/A	N/A
Minimum Open Space	20% inclusive of unenclosed porches, paved areas, and landscape areas. 2-family units and townhouses -- 10%.	5% (note: most BYSP-R3 sites also abut neighborhood and community park sites)
Building Height	35 ft. for primary housing units; 15 ft. for accessory structures; 25 ft. for accessory structures, with use permit approval; 15 ft. for detached garages; 25 ft. for garages with a second floor dwelling unit (2); 25 ft. for detached garages without a second floor dwelling unit, with a minimum setback distance of 10 feet from all property lines.	45 ft. for primary housing units; 15 ft. for accessory structures and detached garages; 25 ft. for accessory structures and detached garages, with a minimum setback distance of 10 feet from all property lines.
Allowed Uses	See CMC	See CMC

Table 3.3 Lot Development Standards

BYSP-RMU	BYSP-OS1 (RESTRICTED USE)	BYSP-OS2
2,500 sq.ft.	1 acre	1 acre; smaller if approved by Commission based on the finding that a smaller site is suitable because of its unique character or purpose, such as Diamond Plaza and Ruins Park (see Table 4.1).
Interior Lots: 20 ft. Corner Lots: 25 ft.	N/A	N/A
10 units/acre - 20 units/acre	N/A	N/A
5 ft. for main buildings; 20 ft. for garages/carports.	20 ft.	10 ft.
5 ft.	20 ft.	5 ft.
5 ft. for main buildings garages/carports are not permitted.	20 ft.	10 ft.
5 ft. for main buildings/garage where rear yard abuts alley; 10 ft. elsewhere.	20 ft.	10 ft.
See CMC Section 19.76.020 (accessory uses and structures).	N/A	N/A
75%	N/A	N/A
N/A	95%	5%
0%, given the amount of active open space in direct proximity	N/A	N/A
45 feet for primary housing in the RMU district, and up to 65 feet in the Corridor and Downtown Opportunity Site overlay zones: 15 ft. for accessory structures; 25 ft. for accessory structures with use permit approval; 25 ft. for detached garages with a second floor dwelling unit; 25 ft. for detached garages without a second floor dwelling unit, with a minimum setback distance of 10 feet from all property lines.	0 ft.	25 ft.; more if approved by Commission.
See CMC	Surface parking is the only allowed use without a use permit	See CMC

3.5.2 Small-lot subdivisions

Purpose

The purpose of the small-lot subdivision regulations is to allow small-lot single-family housing development in new and existing neighborhoods to provide opportunities for more compact development and efficient infill.

Standards

Small-lot, detached and attached single-family subdivisions shall be allowed in the BYSP-R1 and BYSP-R2 zoning districts so long as they are generally compatible with surrounding development and comply with the following objective standards:

Reduced Lot Area

The minimum lot area per dwelling unit shall be 1,200 square feet for an interior lot and 1,300 square feet for a corner lot. Lots between 1,200 and 3,000 square feet could accommodate a tuck-under townhouse, pocket neighborhood house, side yard house, or rear-loaded bungalow. Lot sizes may range from a minimum of 1,200 square feet to a maximum of 4,499 square feet.

- 1. **Parking** Parking spaces shall be provided and parking areas shall be designed as follows.
 - Two on-site parking spaces shall be provided for each primary (non-ADU) residential unit, on-site.
 - Accessory dwelling units (ADU) require one additional on-site parking space, except as otherwise may be permitted or required under applicable State law.

- For residential units with detached garages located behind the primary residential unit, the minimum parking normally required shall be reduced to one enclosed (garage) space and one additional space, covered or uncovered. Tandem parking spaces are permitted. All required parking spaces shall be set back a minimum of 20 feet from the front property line and/or sidewalk, whichever is closer.
- Shared driveway access between two adjacent parcels is allowed when the garages are located within the rear of the parcel behind the primary residential unit or recessed so the home’s entry elevation retains a dominant visual appearance.

- 2. **Street Widths** Pavement widths for local streets may be reduced from the standards set forth in Title 18R (Design Criteria and Improvement Standards).
- 3. **Design** The design of small-lot subdivisions shall provide for aesthetic quality and appropriate proportions between parcel sizes and street widths.
- 4. **Street Parkway Widths** Street parkway widths may be reduced up to 25% for projects that provide design features such as alleys, garages at the rear, front porches above minimum size, and protected tree well pop-outs located in parking aisles. Provided, however, a reduction in the parkway width must not be materially harmful to the health of the street trees or detrimental for the maintenance of the street (6.5 feet inclusive of curb minimum).

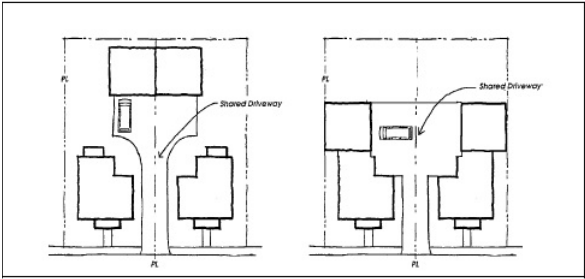


Figure 3.5 Setbacks

On-Street Parking	Minimum Width Curb to Curb (feet)	Side (feet)
No Parking	20	22
Parking One Side	26	28
Parking Both Sides	32	34

Table 3.4 Street Pavement Width and Parking

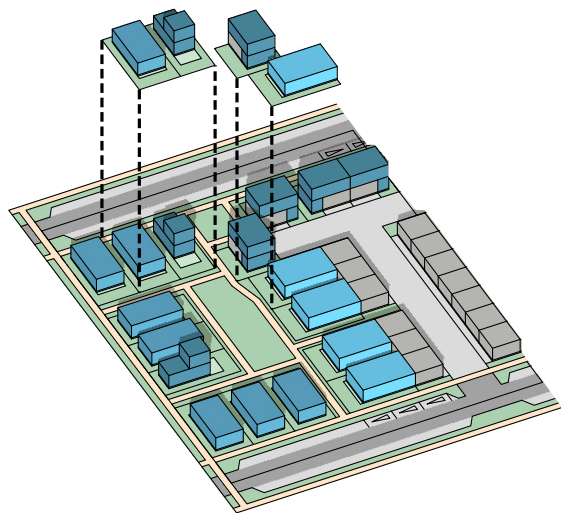


Figure 3.6 Pocket Neighborhood Block

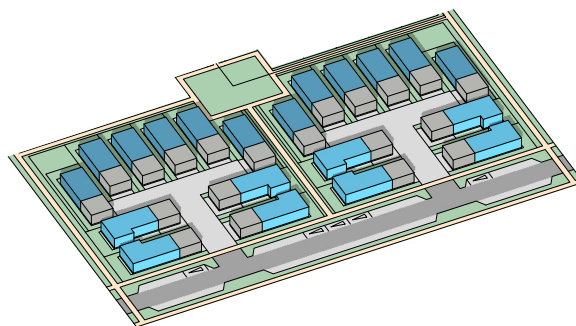


Figure 3.7 Bungalow Courts Block



Figure 3.9 Pocket Neighborhood



Figure 3.8 Bungalow Courts

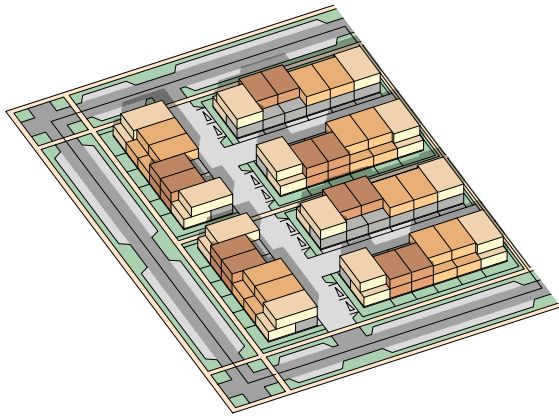


Figure 3.10 Townhouse Block



Figure 3.11 Townhouses

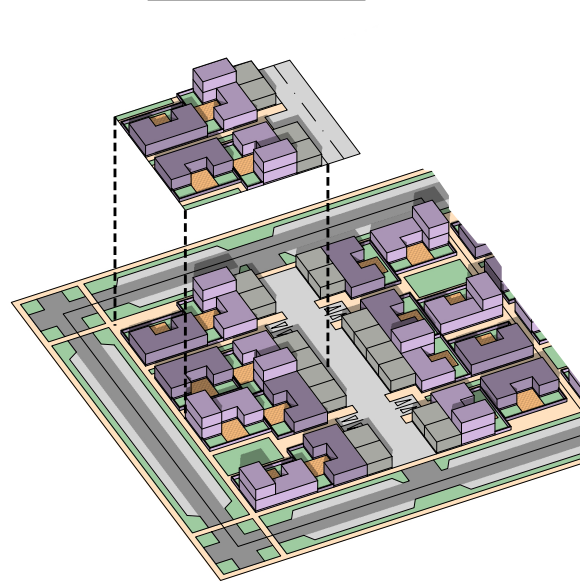


Figure 3.12 Courtyard House Axon

3.5.3 Subdivision Design Standards

Subdivisions in the BYSP shall be regulated by the Subdivision Map Act as well as Title 18 and 18R.08.010 of the Chico Municipal Code, except as specified here.

1. **Width and Area** The minimum width of the area of all lots shall conform to the requirements of the BYSP.
2. **Depth** The depth of a residential lot, exclusive of flag lots, shall not be greater than five times the width of the lot. Minimum residential lot depth shall be 60 feet.
3. **Lot Frontage** All lots within a proposed subdivision shall have (a) frontage on a public or private street, or (b) a shared open space so long as the necessary there are easement(s) for pedestrian access, utilities and emergency services connecting the lot to the right-of-way.
4. **Lot Lines** The side lot lines are not required to be at right angles or radial to street lines.
5. **Block Lengths** All subdivisions shall generally conform to the layout on Figure 3.3, although diagrams in the BYSP are illustrative and not intended to represent the precise final layout. The exact location of blocks, streets, lanes, and public facilities will be determined upon the approval of detailed plans. Most blocks (street frontage not broken by a street, green court, or minimum 20 foot wide pedestrian passage) will be approximately 200 feet wide by 400 to 750 feet long. Streets/lanes are based on the types documented in Chapter 5 of the BYSP.

Development Feature	Small-lot Subdivision
Minimum Lot Size Minimum Area	Interior lots: 1,200 sq. ft. Corner lots: 1,300 sq. ft.
Minimum width at front setback line	Interior Lots: 16 ft. Corner Lots: 21 ft.
Residential Density	N/A
Setback Front	10 ft. for main buildings; 20 ft. for garages/carports from the facade, exclusive of porches; 10 ft. for garages with access parallel to the street (side entry); 20 ft. for detached accessory structures
Setback Sides	0 ft., including eaves, for main house, with either front porch, alley, or garage in rear; 0 ft., including eaves, for main house, without front porch, alley, or garage in rear; 3 ft. for front porches; 0 ft., including eaves, for attached garages; 0 ft., including eaves, for detached garages in rear; 0 ft., including eaves, for detached accessory structures
Setback Side Street	10 ft. for main buildings; 20 ft. for garages/carports with access perpendicular to the street
Setback Rear	5 ft. for main house, with either front porch, alley, or garage in rear; 10 ft. for main house, without front porch, alley, or garage in rear; 5 ft. for attached garages; 0 ft. for detached garages in rear; 0 ft. for detached accessory structures
Accessory Structures	See CMC Section 19.76.020 (accessory uses and structures).
Site Coverage	65%
Impervious Surface Site Coverage	N/A
Minimum Open Space	20% inclusive of unenclosed porches, paved areas, and open space minus 2 surface parking spaces if provided; 2-family units and townhouses -- 10% exclusive of building footprint

Table 3.5 Minimum Structure Setbacks

Notes:

- (1) "Garages in rear" shall mean garages behind the primary residential unit.
- (2) Front porches shall have minimum dimensions of 4 feet by 8 feet.
- (3) Garages with access perpendicular to the street shall be set back a minimum of 20 feet from the front property line.
- (4) Garages with access parallel to the street (side entry) may be set back 10 feet from the front property line.
- (5) Minimum open space shall be 20% of the lot area inclusive of unenclosed porches, paved areas, and open space minus 2 surface parking spaces if provided. 2-family units and townhouses -- 10% exclusive of building footprint.

3.5.4 Residential Diversity

Variety in Lot Type

In total, the BYSP Area shall have a variety of different lot types, with the goal of having at least 8 different lot types at full buildout. This will include front- and rear-loaded lots and width variation by a minimum of 5 feet.

Variety in Building Type

In total, the BYSP Area shall have a variety of residential building types (single-family, duplex, town-house, apartment, ADU, etc.) at full buildout.

Variety in Floor Plans

To the extent feasible, house types should contain a degree of variation in floor plan, massing, and garage type. Based upon the number of units developed, the following list describes the minimum number of floor plans that shall be developed:

- 30 or fewer lots: 2 floor plans
- 31 or more lots: 3 floor plans

Variety of Architectural Styles

It is anticipated that the architectural styles will reflect a mix of the revival styles that are most prevalent in the existing Barber Neighborhood (Craftsman, Farmhouse Victorian, Spanish Revival, European Romantic, and Colonial Revival).

Mix of Materials and Colors

Material and color palettes should not generally repeat more frequently than every seventh house, regardless of the architectural style of the house.

Street Facing Elevations

To the extent feasible, a certain degree of elevation variation should manifest in the massing, roof form, primary materials, window and/or porch design, and/or color of each building. Based upon number of lots developed, the following list describes the minimum number of elevations that shall be developed, regardless of architectural style:

- 30 or fewer lots: 2 elevations for each floor plan
- 31 or more lots: 3 elevations for each floor plan.

3.5.5 Affordable, Attainable, and Workforce Housing

The BYSP is intended to provide for a relatively wide range of housing types in an effort to serve a range of economic segments of the community from an affordability perspective, market rate for-rent and for-sale units, non-deed-restricted accessory dwelling units, and potentially deed-restricted affordable units, with an emphasis on serving the working class in nonsubsidized, for-rent, and for-sale housing. Affordable housing is generally defined as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. Income refers to area medium income (AMI). The specific affordable housing obligations to be imposed on development under the BYSP are set forth in the Barber Yard Development Agreement between the BYSP property owner and the City.

Traditional, Deed-Restricted Affordable Housing

Traditional multi-family affordable housing is typically subsidized by the federal low-income housing tax credit (LIHTC) program and other public sources of funding. These subsidies help offset development costs and allow for long-term operational sustainability. These units are required to be deed-restricted to ensure they remain affordable, and eligibility is based on household income vis-à-vis the specified level of affordability.

Attainable Housing

There is no universal definition of “attainable housing.” For purposes of the BYSP, attainable housing is

defined as nonsubsidized, non-deed-restricted, for-rent (and possibly for-sale) housing that is affordable by design to households with incomes between 80 and 120 percent of AMI. Examples could potentially include the proposed compact apartments in the BYSP-R3 district. Some small homes, as described below under workforce housing, may also fall into this category.

Workforce Housing

As with attainable housing, there is no universal definition of “workforce housing.” For purposes of the BYSP, workforce housing is defined as nonsubsidized, non-deed-restricted, for-rent and for-sale housing that is affordable to households with incomes between 120 and 180 percent of AMI. This type of housing may be accomplished through a variety of strategies, for example:

1. **Small Homes (reduced square footage)** For-sale homes will start at approximately 500 square feet of living space.
2. **Simplified Housing** For-sale homes focused on the essentials without discretionary add-ons.
3. **Attached Housing** Duplex and townhouse units that typically offer relatively small unit sizes and lot areas.
4. **Cluster Housing** Bungalow units with a common green space, which reduces infrastructure and land costs.
5. **Apartments** Traditional apartments at market rate square footages.

Accessory Dwelling Units

Many of the lots in the BYSP Area will be sized such that they can accommodate an accessory dwelling unit (ADU). ADU refers to an attached or detached residential unit that provides complete independent living facilities for one or more persons on the same lot as the main dwelling. The State of California has prioritized the creation of ADUs, implementing funding support through the CalHome Program and regulatory relief.

3.5.6 Parking Regulations

Parking regulations for motor vehicles and bicycles shall be regulated by Title 19 of the Chico Municipal Code, except as specified here.

Bicycle Parking Location and Security

- Exterior bicycle parking shall consist of a securely fixed structure that supports the bicycle frame at two points in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be locked to the rack by a bicyclist’s own locking device. Bicycle parking shall be conveniently located, generally near the main entrance to the building, and shall not be farther than the closest on-site automobile parking space (except accessible parking).
- Bicycle spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, or curb, or by at least 5 feet of open area, marked to prohibit motor vehicle parking.
- All outdoor bicycle parking shall be located on concrete, pavement, or a comparable alternative surface.

Minimum Required Bicycle Parking Spaces

- **Single-family Residential Uses:** No bicycle parking spaces are required for single-family residences.
- **Other Uses:** All uses other than single-family residential uses shall provide a number of bicycle parking spaces equal to 20% of the number of spaces required for motor vehicle parking.

Vehicle Parking Requirements

- The minimum number of required parking spaces for uses in the BYSP-R3 and BYSP-RMU districts are listed in Table 3.6.
- On-street parking spaces along block frontages (both sides of the street) within the BYSP-RMU district may be counted towards the parking requirement. In addition, parking on the asphalt cap shall be counted as overflow/event BYSP-RMU district parking. The actual number of on-street parking spaces and surface spaces on the asphalt cap shall be determined at the time of Tentative Major Subdivision Map.
- A reduction of off-street parking shall be approved by the Zoning Administrator in the BYSP-RMU district only so long as the proposed reduction will not likely overburden public parking supplies within the project vicinity, as reasonably demonstrated by a parking analysis.
- Shared parking in non-residential areas shall be approved by the Zoning Administrator so long as the number of spaces provided meets the greatest parking demand of any participating use and the demands of all participating uses do not conflict, as reasonably demonstrated by a parking analysis.

Land Use Type in R3 and RMU
Zoning Districts

Health/Fitness Clubs	
1 space	each 500 sq. ft. of gross workout floor area
Multi-family Housing	
0.75 spaces	Studio
1 space	1-bedroom unit
1.5 spaces	2-bedroom unit
2 spaces	3+ bedroom unit
1 space	guest parking for every 10 units
Retail Trade Uses*	
1 space	500 sq. ft. of gross floor area, including outdoor space

Table 3.6 Vehicle Space Requirements

**Approximately 375 existing overflow parking spaces are adjacent to the Social Hub (Retail Trade Uses) and will be available for events and special occasions.*

3.5.7 Fencing

Fencing shall be provided in the BYSP Area in accordance with the City of Chico fencing requirements (CMC, 19.60.060) except as otherwise specified below. Residential chain link fencing is not permitted.

Fence Requirements

- Maximum height of a fence in an interior side yard, street side front yard, or rear yard: 8 feet, in compliance with building code requirements (6 feet if located in a public utility easement).
- Any fence of 6 feet in height or greater that is facing a public street or public space shall be constructed with a lattice design for a minimum of the top 1 foot of the fence height.

Fence Setbacks

- Fence returns separating the front yard from the rear yard must be set back a minimum distance of 5 feet from the front facade of the house (porch excluded). Limiting fences that are 6 feet or taller to the rear half of the subject property is preferred.
- Front yard fences must be set back a minimum of 3 feet from the sidewalk

A screening fence or boundary wall six to twelve feet in height, measured from the finished grade of the BYSP-R3 property boundary, separating the potential future athletic facility parking lot from adjoining zones, shall be permitted subject to review and approval by the Planning Commission in conjunction with Tentative Major Subdivision Map approval. See also Chapter 4 for additional fencing conditions around the site perimeter.

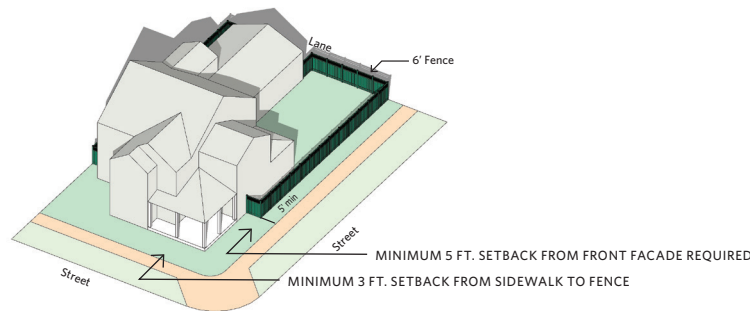


Figure 3.13 Rear-loaded lot fence

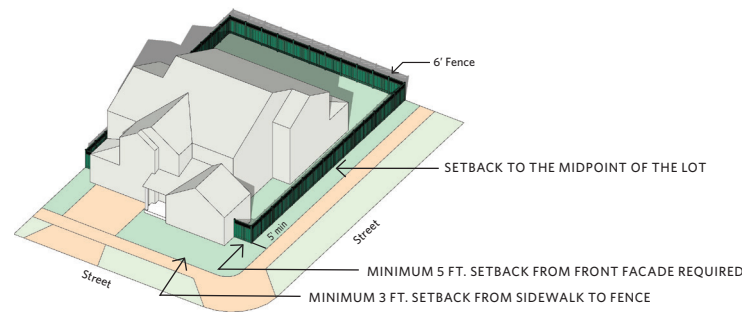


Figure 3.14 Front-loaded lot fence

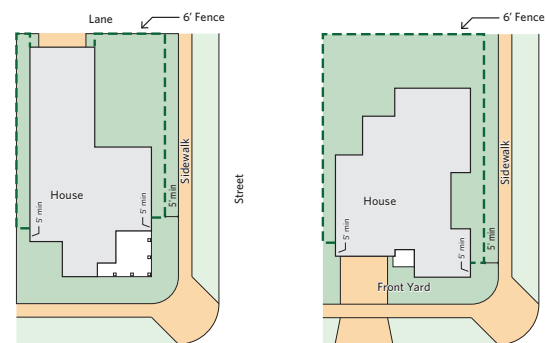


Figure 3.15 Fence requirements plan



4. PARKS & AMENITIES

4.1 Framework

4.1.1 Parks and Facilities

Chico's residents place great value on parks, recreation, and outdoor experiences. The open space network within the BYSP is designed to provide opportunities a wide array of active and passive recreation uses to help meet the range of needs within the community and the region. Consistent with City (and CARD) standards, the BYSP shall require that each individual development proposal for residential uses provide 1.5 acres of neighborhood parkland per 1,000 population generated and 2.5 acres of community parkland per 1,000 population generated. The final park obligation will be determined by the final number of residential units included in the subject development proposal. Further details regarding parkland obligations are set forth in the Barber Yard Development Agreement.

The scope and design of park, recreational, and open space components within the BYSP should be guided by the following principles, as appropriate. Provided, however, that the ultimate scope and design of park, recreational and open space features shall be finalized as part of the design/site plan review process for each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.

- Consider opportunities to provide a variety of active and passive recreational opportunities for all age groups and abilities.
- Consider opportunities to provide a network of connections between parks, residential areas, and other amenities.
- Consider opportunities to integrate existing structures and natural features into the design and use of open spaces.

Funding and timing obligations related to construction; requirements for fee credits and reimbursements; and obligations for the maintenance and operation of parks, recreational and open space features shall occur in accordance with the relevant provisions of the Barber Yard Development Agreement.

The BYSP contemplates a variety of potential future park, recreational, and open space amenities, which are further described in Section 4.2. Provided, however, that the ultimate scope and design of all park, recreational and open space features shall be finalized as part of the design/site plan review process in connection with each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.

Element	CARD Obligation (ac)	Private Ownership Open Space (ac)	Private Ownership Amenities (ac)
Barber Pop-Up	—	—	—
The Diamond at Barber Yard	—	2.40 ac	—
Engineering Building	—	—	1.10 ac
Diamond Plaza	—	1.37 ac	—
The Square	—	1.05 ac	—
Athletics Facility	—	—	5 ac
Dog Park	1.04 ac	—	—
Picnic Grove Park	1.86 ac	—	—
Ruins Park	0.80 ac	—	—
The Yard (Pocket Parks)	1.00 ac	—	—
The Shop	—	—	0.16 ac
	4.70 ac	4.82 ac	6.26 ac
Barber Yard Site Total			15.78 ac

Table 4.1 Approximate parks and amenities acreage



Figure 4.1 Parks, open space, and community amenities plan

- CARD OBLIGATION
- PRIVATE OWNERSHIP OPEN SPACE
- PRIVATE OWNERSHIP AMENITIES
- ① BARBER POP-UP
- ② THE DIAMOND AT BARBER YARD
- ③ ENGINEERING BUILDING
- ④ DIAMOND PLAZA
- ⑤ THE SQUARE
- ⑥ ATHLETICS FACILITY
- ⑦ DOG PARK
- ⑧ PICNIC GROVE PARK
- ⑨ RUINS PARK
- ⑩ THE YARD (POCKET PARKS)
- ⑪ THE SHOP
- ★ PROJECT NOT INCLUDED AS PART OF THE BYSP

4.2 Parks and Facilities

4.2.1 Barber Pop-Up

If the BYSP Social Hub area is developed, then as the first phase of activation, a “pop-up,” which could involve temporary food, retail, and similar uses, may be developed, which could create an interesting interim community destination and drum up interim interest in this area relatively early on.

POSSIBLE PROGRAM ELEMENTS

- Parking areas
- Food trucks
- Stage/performance area
- Seating areas
- Food vendors
- Pop-up bar and ABC area



Figure 4.2 Conceptual illustrative plan, example of event layout



Figure 4.3 Conceptual image of the Barber Pop-Up



Figure 4.5 Farmer's market



Figure 4.7 Pop-up vendor



Figure 4.4 Example of outdoor dining



Figure 4.6 Pop-up vendor

4.2.2 The Diamond at Barber Yard

If development of this feature is pursued, it is envisioned to be built on the same ground as the Diamond Match Company's baseball field, and could involve an expandable field that pays homage to the storied past of the Trolley Baseball League and supports new recreational and entertainment uses.

POSSIBLE PROGRAM ELEMENTS

- Multi-use turf field
- High school baseball (portable fence)
- Little league baseball (portable fence)
- Wiffle ball
- Backstop, dug out, bullpen, and bleachers
- Storage and maintenance shed
- Interpretive panels



Figure 4.8 Conceptual illustrative plan



Figure 4.13 All play levels supported



Figure 4.12 All play levels supported



Figure 4.9 Example of bench seating



Figure 4.10 Example of spectator seating



Figure 4.11 All play levels supported



Figure 4.14 Conceptual image of the Diamond at Barber Yard

4.2.3 Social Hub

The BYSP contemplates a potential future Social Hub. Assuming it is developed, at full build-out, the Social Hub could consist of the Diamond, Diamond Plaza, the Engineering Building, the Shop, and the Square. The general vision for this area is to provide opportunities for a community-scaled amenity featuring commercial, recreational, and entertainment uses on new and existing surfaces.

POSSIBLE PROGRAM ELEMENTS

- Utilities for flexible food trucks and trailer areas
- Central open space plaza/event area
- Recessed free play on new and existing surfaces
- Decomposed granite area for spike ball, cornhole, etc.
- Bocce courts
- Stage/elevated platform
- Seat walls
- Entrance stairs
- Existing concrete foundations converted into platforms and seat walls

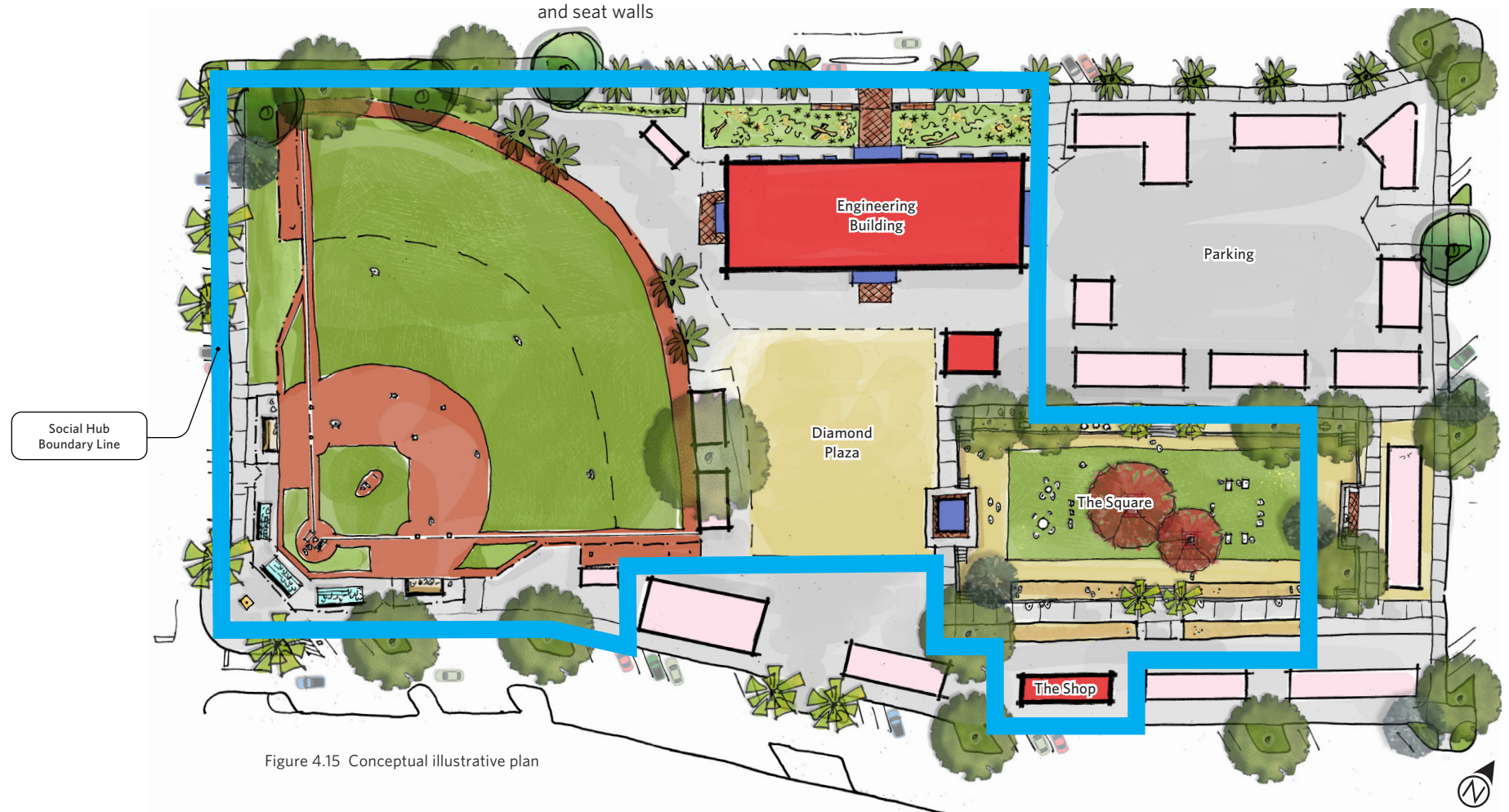


Figure 4.15 Conceptual illustrative plan



Figure 4.16 Social Hub concept from above the Ruins Park



Figure 4.17 Conceptual image of the Square looking towards the Shop

The Engineering Building

If adaptive reuse of the Diamond Match Factory Engineering Building is pursued (approx. 17,200 square feet), it is assumed that it would initially serve as a flexible social gathering and commerce space. The ultimate internal uses in this building, including service areas, storage space, event space, and more, would be determined in detail by the developer prior to applying for a use permit. Ultimately this building could be converted to residential loft spaces and/or mixed-use.



Figure 4.18 Interior view of the existing Engineering Building



Figure 4.19 Aerial view of the existing Engineering Building

The Diamond Plaza

The open central plaza is supported by adjacent retail, recreation, mixed-use buildings, and open space. This space is designed as a flexible event space for all occasions, hosting small scale live music, outdoor movies, craft fairs, and pop-up food events. It also functions as a central meeting place, serving all the businesses and residents in the neighborhood.



Figure 4.20 Food trucks



Figure 4.21 Stage for performances



Figure 4.22 Small, temporary farmer's market stalls

The Square

The recessed free play area creates places for social gatherings, events, music, or a smaller parties. The bocce courts can host casual pick-up games contributing to the activation of the area. The sunken plaza is surrounded by seating and includes areas to support mixed-use activity and provide spectator views into the plaza. Various new and existing surfaces are anticipated to include turf, decomposed granite, existing concrete slabs and blocks, and repurposed crushed materials from the site. The Square is not intended to be used for stormwater management. Further activation in the future could incorporate play areas, such as pickleball or basketball.



Figure 4.23 Sunken lawn surrounded by a stone wall



Figure 4.24 Bocce courts



Figure 4.25 A cascade of steps into a sunken lawn area

4.2.4 Athletics Facility

If adaptive reuse of the Louisiana Pacific-era warehouse at the north end of the BYSP Area is pursued, It could be designed, for example, as an indoor-outdoor athletics facility, with multi-use fields, an indoor court, and fitness concepts, among other amenities. Portions of the building could also be used for centralized mini storage to serve any resident within the BYSP Area.

POSSIBLE PROGRAM ELEMENTS

- Outdoor turf fields
- Container storage
- Multi-use workout areas
- CrossFit
- Extreme sports
- Spectator areas
- Lighting and evening use



Figure 4.26 Conceptual illustrative plan



Figure 4.27 An example of sports facility



Figure 4.28 An example of sports facility

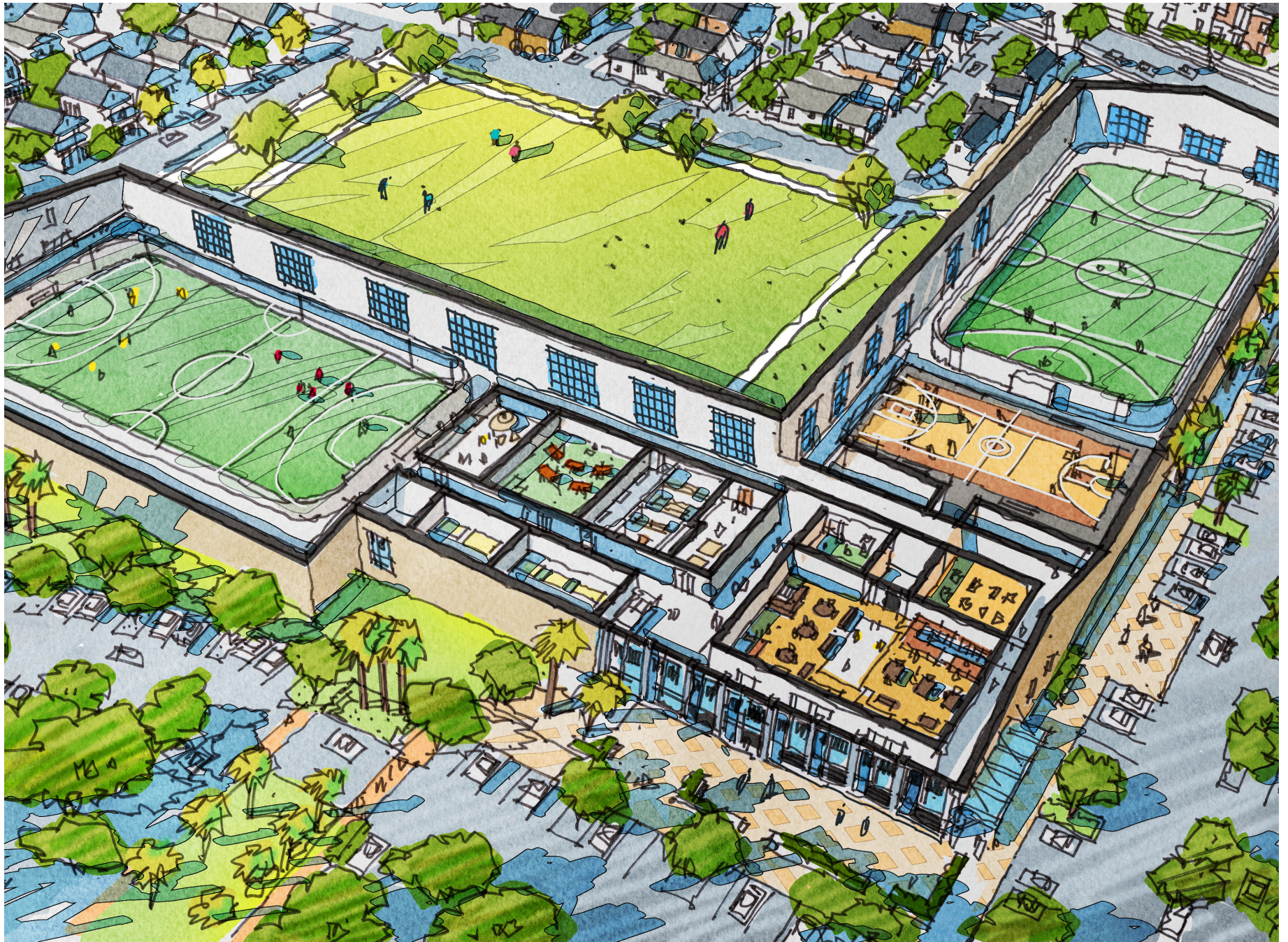


Figure 4.29 Conceptual image of the programmatic elements of the Athletics Facility

4.2.5 Dog Park

If development of this feature is pursued, then it is anticipated to be located near the Social Hub, and would serve BYSP residents and visitors with large and small dogs providing an outdoor area for play and off-leash training.

POSSIBLE PROGRAM ELEMENTS

- Monument entry sign
- Small dog area
- Big dog area
- Bench seating
- Natural existing landscape
- Path
- Dog water fountain
- Concession & patio
- Drop off at 16th street
- Promenade
- Picnic tables
- Security lighting



Figure 4.30 Conceptual illustrative plan



Figure 4.31 An example of a bar and patio overlooking a dog park



Figure 4.32 The park will provide dog water fountains

4.2.6 Picnic Grove Park

If development of this feature is pursued, then it is anticipated to be located adjacent to residences, and would acts as a recreational opportunity for families. Inclusive play structures and picnic areas are contemplated to be located throughout, as appropriate.

POSSIBLE PROGRAM ELEMENTS

- Play (or climbing structure), inclusive (2-12 yrs)
- Swings
- Picnic grove
- Free play turf area
- Gateway entry
- Picnic and barbecue areas



Figure 4.33 Conceptual illustrative plan



Figure 4.34 Example of free play area



Figure 4.35 Example of play structure



Figure 4.36 Trees providing shade for picnic areas

4.2.7 Ruins Park

If development of this feature is pursued, then it is anticipated to be located on the foundation ruins of the Apiary building from the Diamond Match Factory era, which would serve as a unique passive outdoor amenity featuring an elevated platform for events and ceremonies or day-to-day passive recreational use.

POSSIBLE PROGRAM ELEMENTS

- Brick ruins (supported)
- Elevated plaza (brick mosaic)
- Central trellis structure
- Partial repurposed concrete slabs
- Featured tree in turf
- Security and accent lighting
- Parking on street
- Mediation and reflection area



Figure 4.37 Conceptual illustrative plan



Figure 4.38 An archway in a ruin providing a scenic backdrop



Figure 4.39 A trellis providing shade



Figure 4.40 Yoga in the park

4.2.8 The Yard

Embedded in residential areas throughout the BYSP Area, this type of pocket park would offer active recreational opportunities aimed at families and young children. Inclusive play structures and picnic areas are contemplated to be located in these types of parks.



Figure 4.41 Conceptual Illustrative Plan



Figure 4.42 Walking route



Figure 4.43 Example of landscaping



Figure 4.44 Small gatherings and picnics

POSSIBLE PROGRAM ELEMENTS

- Monument/signage
- Swings
- Children's play equipment or climbing rocks
- Natural play area
- Grass field
- No-mow turf areas

4.3 Special Landscape Features

The BYSP contemplates several special landscape features, which are further described below. Provided, however, that the ultimate scope and design of all special landscape features shall be finalized as part of the design/site plan review process in connection with each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.

4.3.1 W 16th Street Gateway

The BYSP Area's gateway at 16th Street creates an arrival into the Barber Yard that sets the tone and character for the mixed-use neighborhood. The industrial design theme is anticipated to be achieved through use of appropriate materials (e.g., brick

and steel) that harkens to the materiality of historical railroad and manufacturing facilities. The rustic columns formed of these materials with arching steel girders span the street and establish the clear identity and brand upon entry.

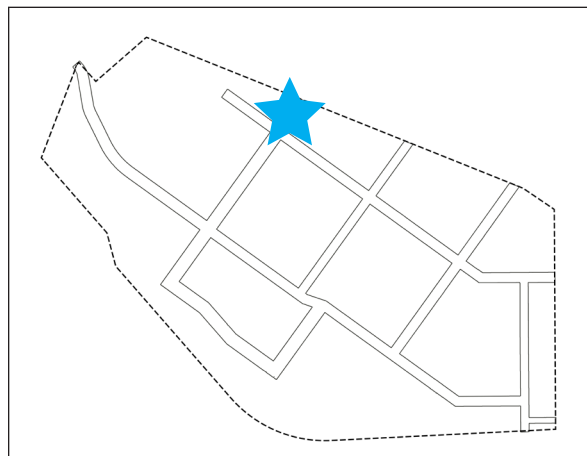


Figure 4.45 Key plan

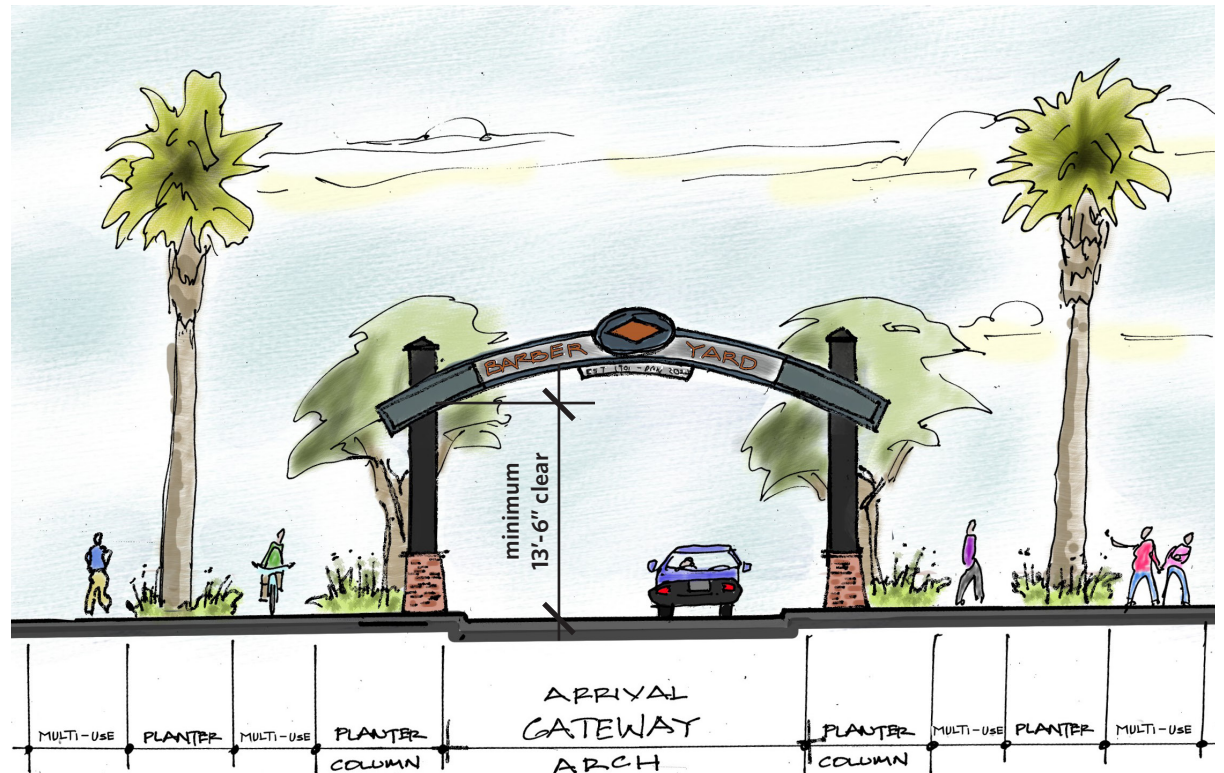


Figure 4.46 Section

4.3.2 Ivy Street Gateway

The gateway at Ivy Street is intended to tie the existing neighborhood into the BYSP area and connect this entrance to the W 16th St. entrance with similar materiality and landscaping features. Upon entry into the BYSP Area, a vertical truss supported by low gabion walls filled with appropriate materials (e.g., concrete, brick, steel, and other rubble from the site), creates a clear gateway element that recalls the industrial aesthetic of Barber Yard.

The final design of the foregoing gateways will take place as part of the entitlement process for individual development proposals. The following objectives should be considered, as appropriate, in designing these important features.

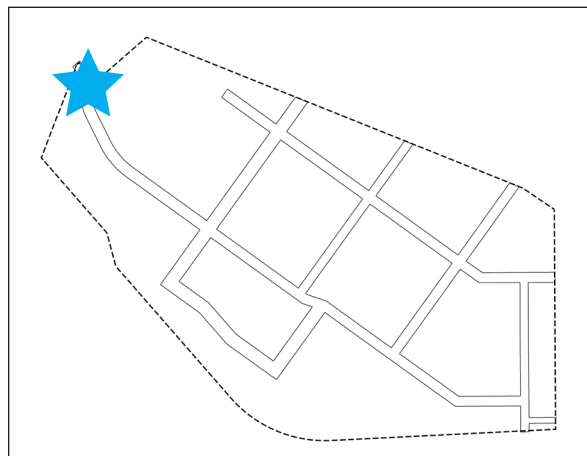


Figure 4.47 Key plan

Gateway Objectives:

- Design elements are consistent in materiality and overall aesthetic.
- Design elements are well-lit for ease of navigation and are designed to prevent glare from excessive illumination, such as vehicle headlights.
- Building and landscape materials are appropriate for the Chico region.

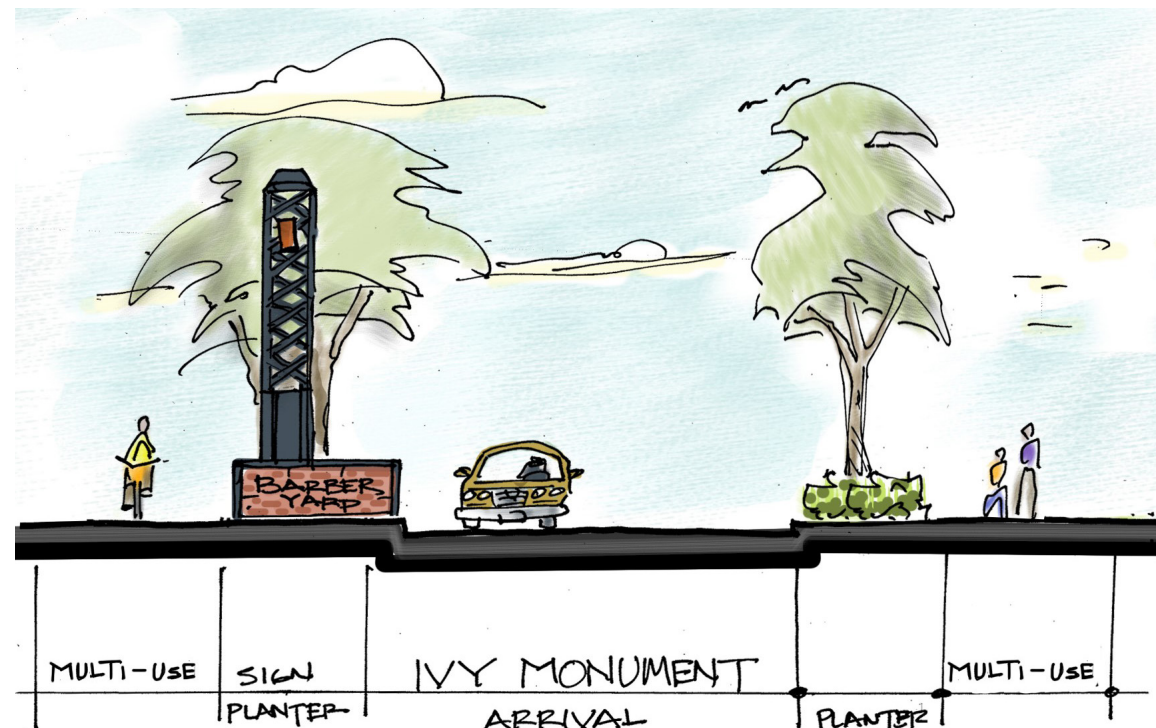


Figure 4.48 Section

4.3.3 Neighborhood Edge

The northern and western edges of the BYSP Area abut parcels in the existing Barber Neighborhood. Should the Athletics Facility be developed with surface parking lots that abut these adjacent existing properties, a landscape buffer (including mature trees) and a fence should be incorporated to help screen the view from the Barber Neighborhood to parked cars to the extent feasible. For most other portions of this boundary, a minimum of 20 feet (free of structures) of buffer behind any main buildings is required to help create an appropriate transition and extension to the adjacent Barber Neighborhood. Individual development proposals in this area shall use reasonable efforts to retain all healthy, mature existing trees in the buffer to the extent doing so would not adversely impact the proposed development; if existing trees are removed, then mitigation per CMC 19.68.060 shall be provided.

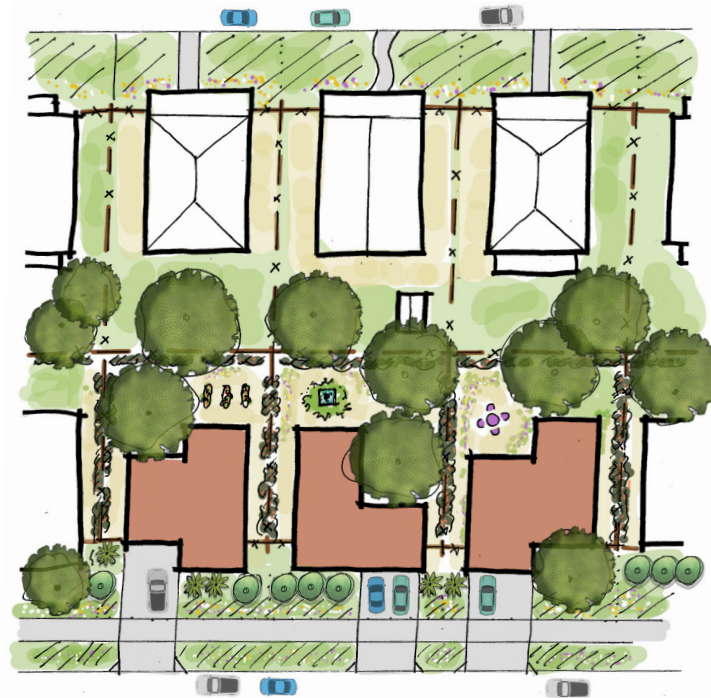


Figure 4.50 Backyard-to-backyard relationship

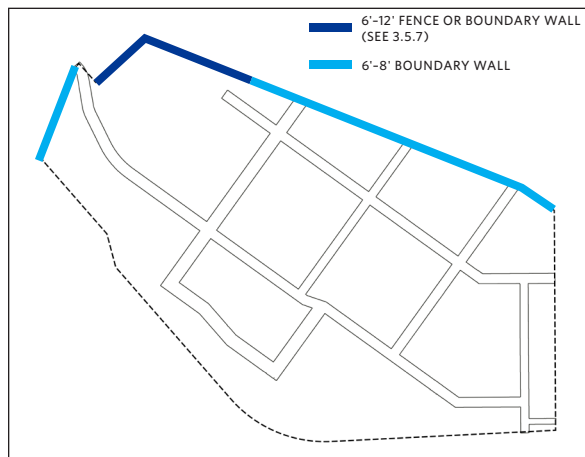


Figure 4.49 Key plan

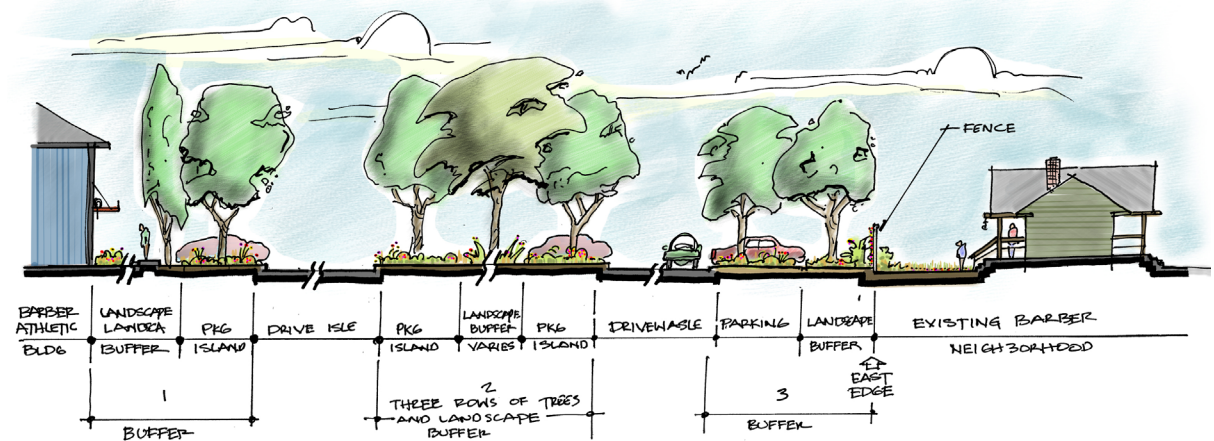


Figure 4.51 Section at potential future athletic facility

4.3.4 Estes Road

The eastern edge of the BYSP Area parallels Estes Road, which separates Barber Yard from the Meyers Industrial Area. In order to minimize connections and interference with any light industrial and manufacturing uses, residential lots should either side or back to this edge to the extent feasible. An appropriate landscape buffer, including mature trees (as feasible) should be installed to help screen views into the industrial uses.

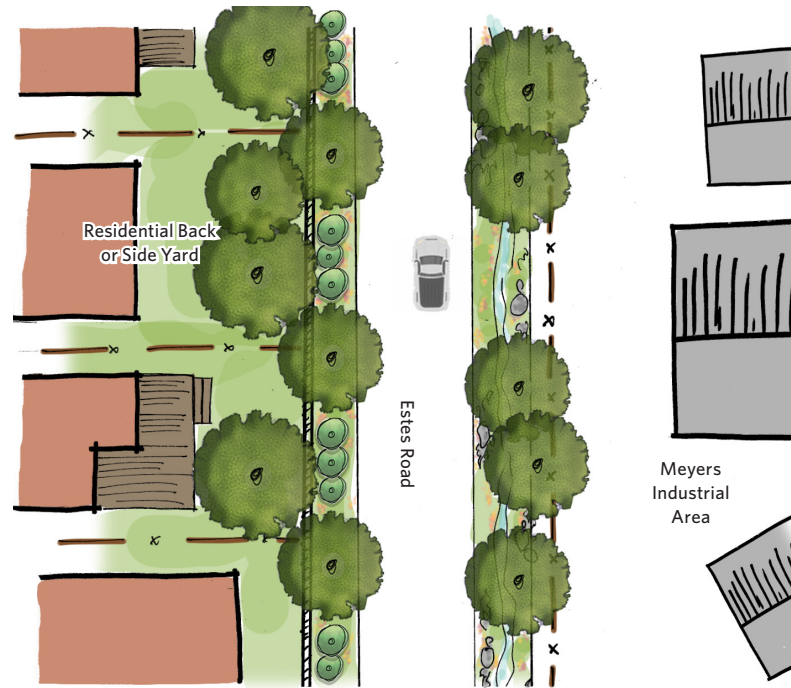


Figure 4.53 Estes Road property boundary condition

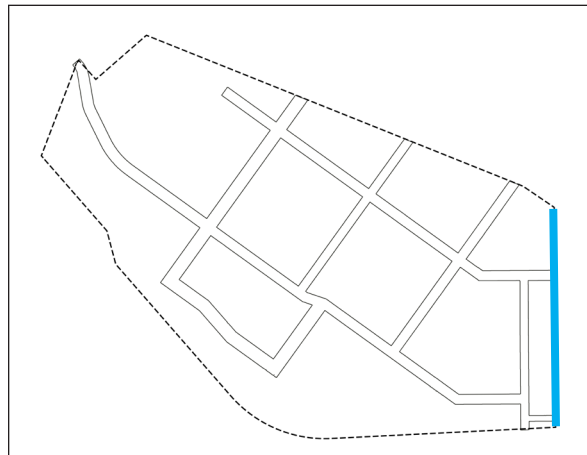


Figure 4.52 Key plan

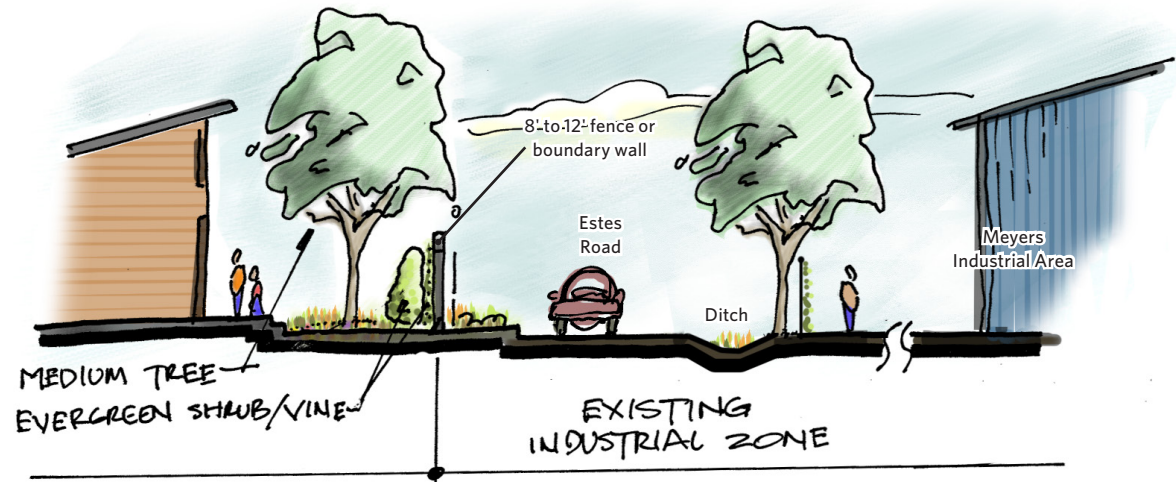


Figure 4.54 Section

4.3.5 Southern Edge (UPRR Rail Spur)

Separated from the unincorporated county territory to the south by a decommissioned UPRR spur, the southern edge of the BYSP Area abuts mostly agricultural lands and includes a new metal security fence as shown in Figure 4.57. Minimal buffering is required. The final design of the security fence is to be determined in connection with the subject tentative major subdivision map.

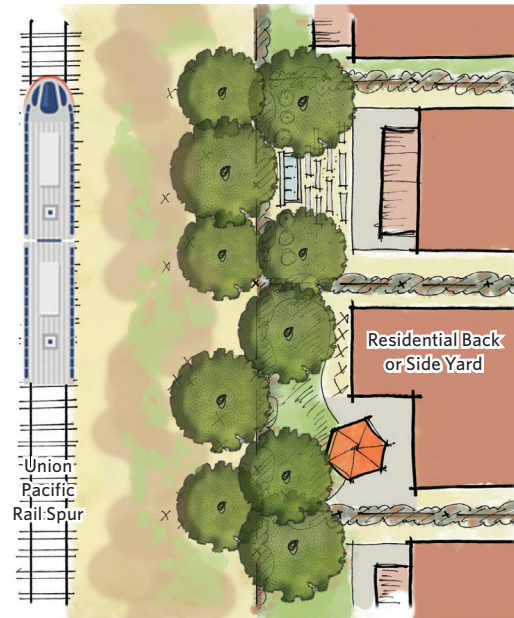


Figure 4.56 Southern edge condition

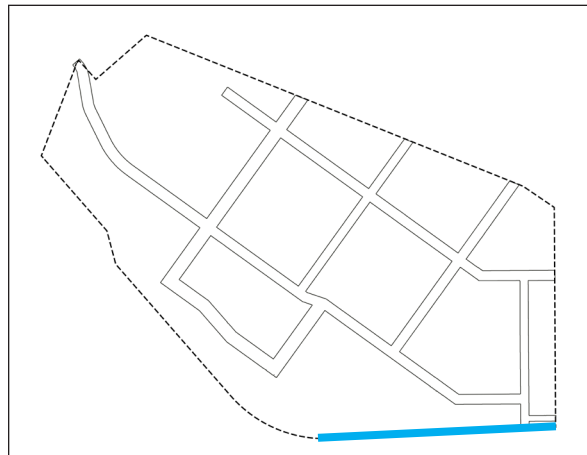


Figure 4.55 Key plan

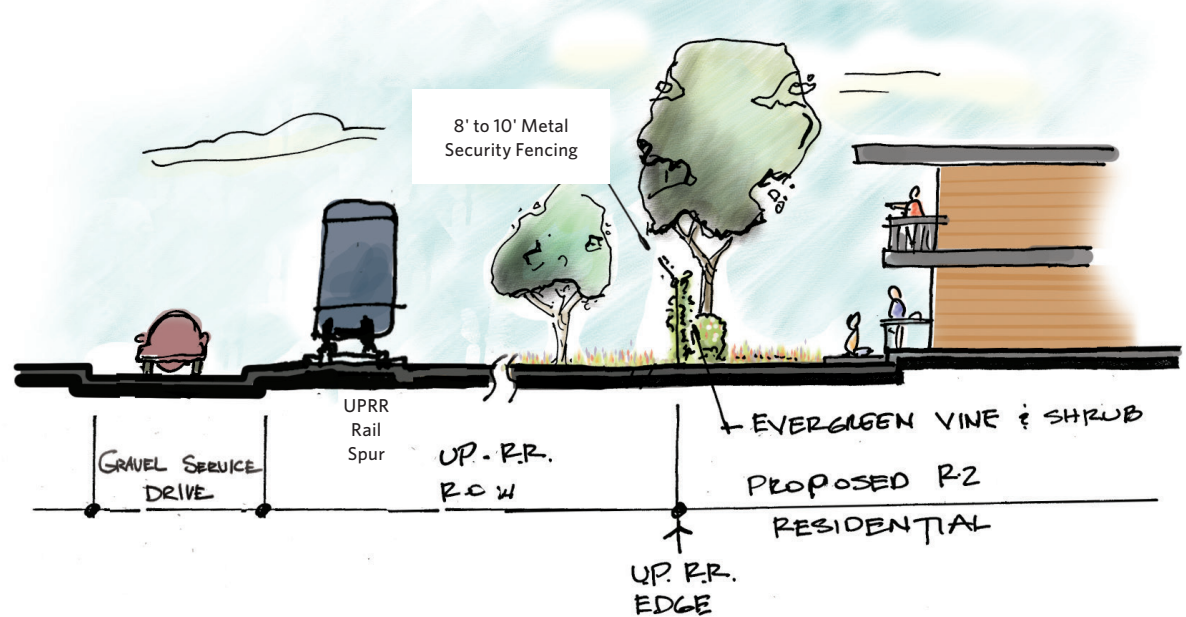


Figure 4.57 Section

4.3.6 Union Pacific Rail Line Edge

The western edge of the BYSP Area abuts the active Union Pacific (UP) Rail Line. For safety purposes, a fence is to be installed to keep the two properties physically separated, although this requirement is subject to the BYSP property owner obtaining all necessary approval(s) from UP and any other public agencies with jurisdiction over aspects thereof.

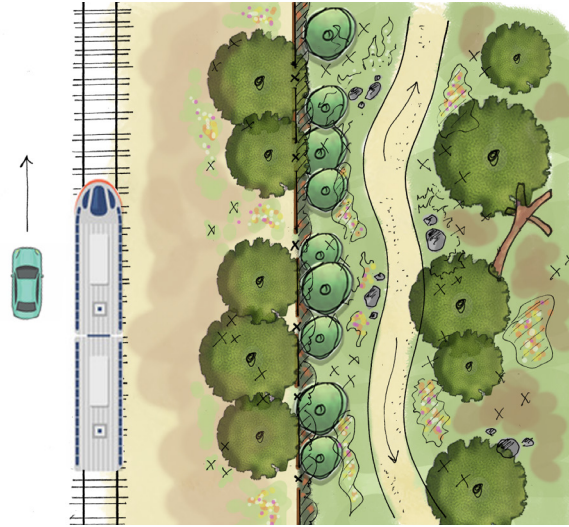


Figure 4.59 Union Pacific Rail Line edge condition

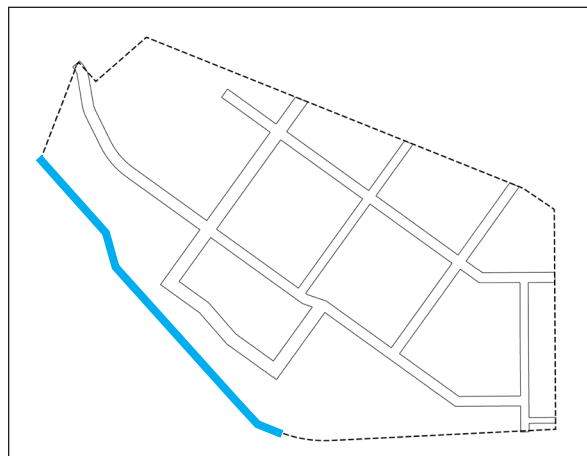


Figure 4.58 Key plan

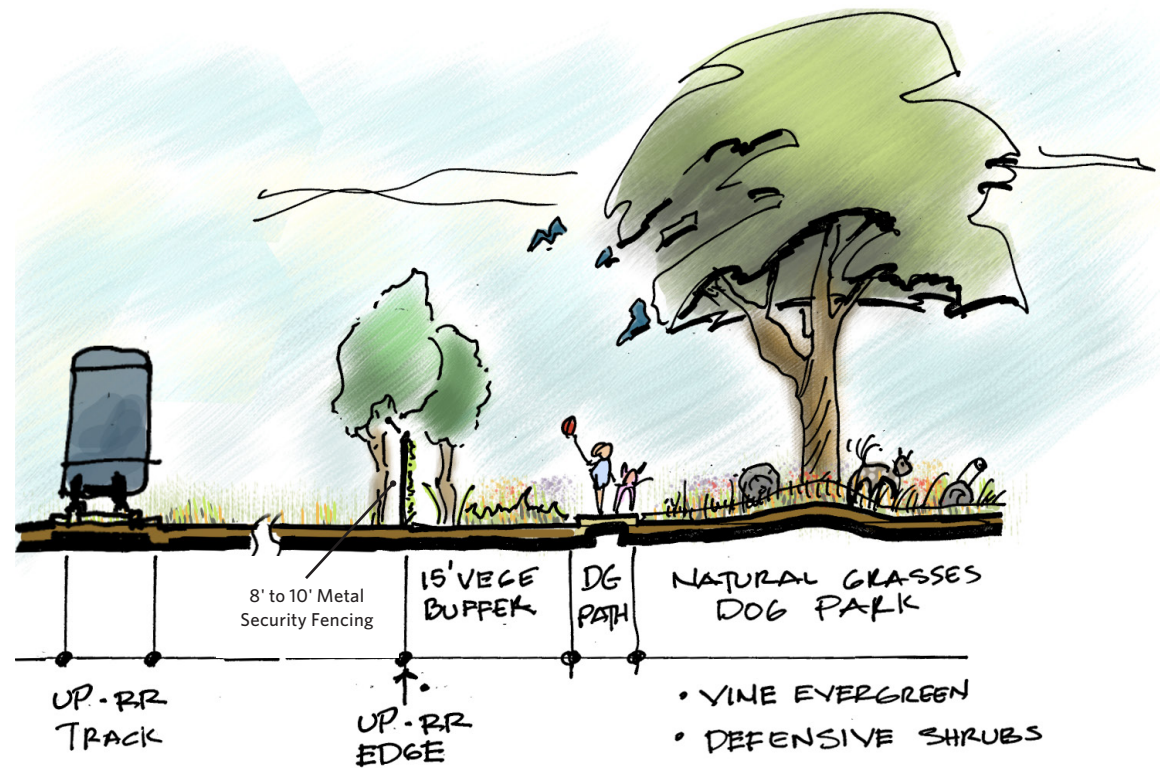


Figure 4.60 Section

4.4 Lighting and Furnishings

The BYSP contemplates high-quality lighting and furnishing features, which are further described below. Provided, however, that the ultimate scope and design of all lighting and furnishing features shall be finalized as part of the design/site plan review process in connection with each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.

4.4.1 Street Lighting

Exterior lighting within the BYSP is designed consistent with applicable City standards and guidelines. Streetlights should be consistent with the overall streetscape palette for the BYSP. Although the ultimate design will be determined as part of each individual development proposal's design/site plan review process, streetlight design style should generally be simple with clean lines.

Pedestrian Lighting

Lower 12-foot LED light standards and 42-inch tall bollards should guide pedestrians in public areas.

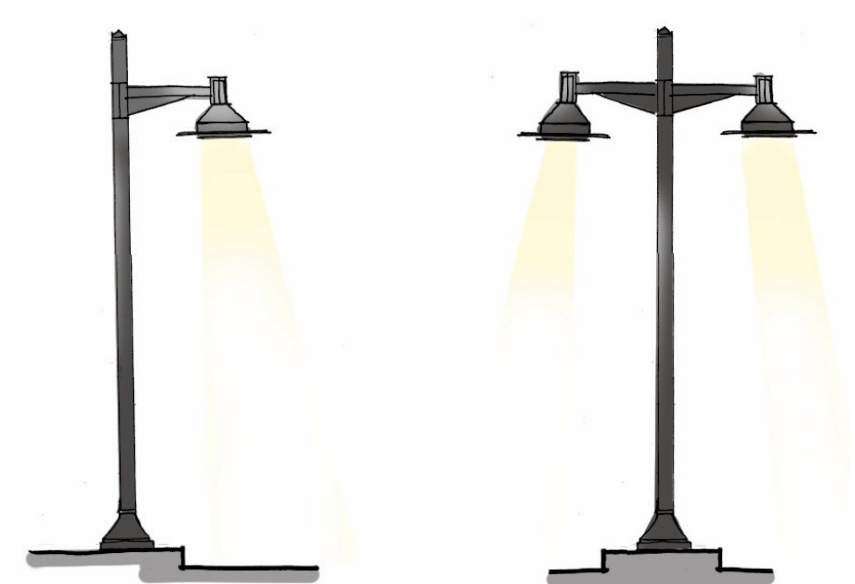


Figure 4.61 Examples of light posts



Figure 4.62 Examples of light posts

4.4.2 Site Furnishings

Street furniture includes all items placed within the public right-of-way, such as benches, trash receptacles, plant containers, tree grates and guards, bicycle racks, and bollards, as appropriate, to be determined as part of the subsequent entitlement process for each individual development proposal. Street furnishings serve an aesthetic as well as utilitarian function—proper design and placement of these amenities create a dynamic atmosphere within the public right-of-way and reinforce the branded identity of the BYSP Area.



Figure 4.63 Example of bike rack

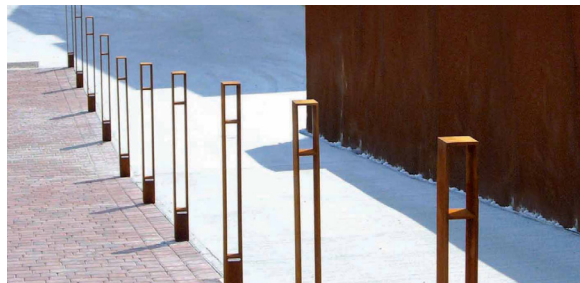


Figure 4.64 Example of bollards



Figure 4.65 Example of trash and recycling bins



Figure 4.66 Example of bollard with integrated lighting



Figure 4.67 Example of receptacle



Figure 4.68 Example of bench

4.5 Landscape Palette

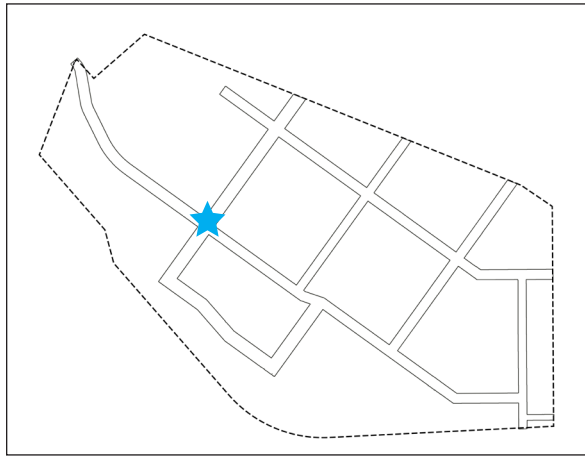


Figure 4.69 Key plan — primary intersection

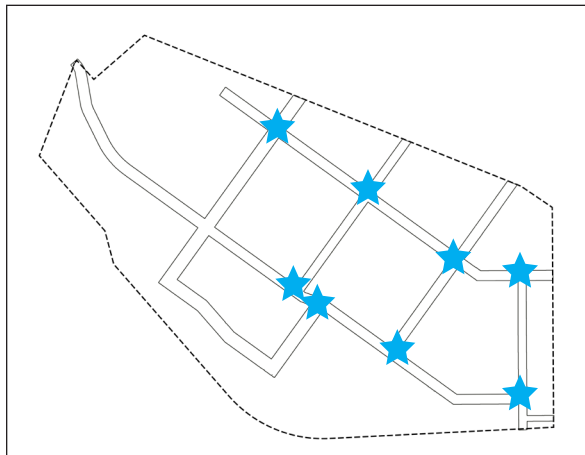


Figure 4.70 Key plan — secondary intersections

The BYSP contemplates a high-quality landscape palette, which are further described below. Provided, however, that the ultimate scope and design of the landscape palette shall be finalized as part of the design/site plan review process in connection with each individual development proposal and will be required to adhere to the relevant provisions of the Barber Yard Development Agreement.

4.5.1 Streetscape Types

The character of streetscapes (roads, entryways, public trails, and landscaped areas near streets) establishes a cohesive neighborhood character. Celebrating the history of the Barber Neighborhood, extending Chico's urban forest into the BYSP Area, and creating walkable neighborhoods help to create the preferred streetscape look and feel.

Materiality is an important component to reinforce the Barber Yard aesthetic. Concrete is preferred for primary pedestrian circulation elements with the incorporation of repurposed brick, asphalt, and/or decomposed granite (or similar materials) for open space and accent areas encouraged. For example, the following materials should be considered, as appropriate, depending on the nature of the individual development proposal.

1. Concrete with exposed antique finish
2. Concrete with light broom finish
3. Standard asphalt paving
4. Permeable pavers as needed for stormwater capture (optional styles)
5. Repurposed standard brick
6. Repurposed broken mosaic brick
7. Cobblestone concrete pavers
8. Decomposed granite
9. 1' plus gravel or 0- $\frac{1}{4}$ " crushed rock fines (ground asphalt or concrete)



Figure 4.71 Decomposed granite



Figure 4.72 Gravel basalt chip planter

Proposed Hardscapes

Materials	Application
Asphalt	Roads, plaza, multi-use paths
Concrete	Sidewalks, patios, plazas
Brick mosaic	Patio, plaza accents
Decomposed Granite	Paths, planters
Gravel/Basalt Chip	Paths, planters, parking
Cobblestone	Patio, plaza accents

Table 4.2 Proposed hardscapes



Figure 4.73 Decomposed granite



Figure 4.74 Mosaic brick



Figure 4.75 Mosaic brick



Figure 4.76 Concrete



Figure 4.77 Cobblestone



Figure 4.78 Asphalt

4.5.2 Street Trees

Street tree planting can be designed to increase visual interest, provide shade, create a sense of safety, guide circulation, and increase drought tolerance. The City of Chico Approved Street and Parking Lot Tree list (as it may be amended from time to time) should be consulted to guide appropriate tree selection for developments within the BYSP Area. The City embraces a “Right Tree, Right Place” philosophy for tree planting, meaning the potential scale, shade coverage, and foliage of fully mature trees are among the many considerations in selecting street trees. All street trees must be approved by the City’s Urban Forester pursuant to applicable City requirements and standards.

Recommended Street Trees	
Botanical Name	Common Name
<i>Platanus occidentalis</i>	American sycamore
<i>Arbutus marina</i>	Arbutus
<i>Magnolia grandiflora</i>	Southern magnolia
<i>Pistacia chinensis</i>	Chinese pistache
<i>Quercus</i> sp.	Oak
<i>Ulmus</i> sp.	Elm
<i>Vitex agnus-castus</i>	Chaste tree
<i>Zelkova serrata</i>	Sawleaf zelkova
<i>Acer freemanii</i>	Autumn blaze maple
<i>Arbutus menziesii</i>	Madrone
<i>Acer rubrum</i>	Red maple
<i>Ginkgo baloba</i>	Maidenhair tree
Maple, pacific sunset	A. Truncatum x A. Platanoids

Table 4.3 Recommended street trees



Figure 4.79 California fan palms along 16th Street in Barber Yard



Figure 4.80 Arbutus marina



Figure 4.81 Ginkgo



Figure 4.82 Chinese pistache tree



Figure 4.83 Maple Pacific Sunset

4.5.3 Park Trees, Shrubs/Perennials, Groundcovers, Vines

While the final landscape and tree palette will be determined in connection with each individual development proposal as part of the design/site review process, the following guidelines should be considered.

The existing palm trees on site create strong vertical articulation to streetscapes. In order to increase shade in parks, the BYSP also supports the inclusion of oak trees, which feature unique and strong branching patterns.

Vines and potted plants provide wall, column, and post texture and color, as well as accentuating entryways, courtyards, and sidewalks. Trees, plants, shrubs, and groundcover that are well-adapted to the regional climate (sunset climate zone 9a) and soils and are drought-tolerant for water conservation should be integrated into the design, as appropriate.

Recommended Park Trees	
Botanical Name	Common Name
<i>Platanus occidentalis</i>	American sycamore
<i>Acacia baileyana</i> 'Purpurea' (Cootamundra Wattle)	Acacia
<i>Acer</i> sp.	Maple
<i>Arbutus Marina</i>	Arbutus
<i>Carpinus betulus</i> 'Frans Fontaine'	European Hornbeam
<i>Cedrus deodara</i>	Deodar Cedar
<i>Cercis Canadensis</i>	Eastern Redbud
<i>Cinnamomum camphora</i>	Camphor Tree
Citrus	Citrus
<i>Cupressocyparis leylandii</i>	Leyland Cypress
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Koelreuteria paniculata</i>	Chinese Flame Tree
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Melaleuca quinquenervia</i>	Cajeput Tree
<i>Olea europaea</i> (fruitless varieties)	Olive
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Podocarpus species</i>	Fern Pine
<i>Quercus</i> sp.	Oak
<i>Sapium sebiferum</i>	Chinese Tallow Tree
<i>Ulmus</i> sp.	Elm
<i>Vitex agnus-castus</i>	Chaste Tree
<i>Zelkova serrata</i>	Sawleaf Zelkova
<i>Acer freemanii</i>	Autumn Blaze Maple
<i>Arbutus menziesii</i>	Madrone
<i>Acer rubrum</i>	October Glory
<i>Ginkgo baloba</i>	Maidenhair Tree
Redbud, Forest Pansy	<i>Cercis</i> x 'Forest Pansy'
Maple, Pacific Sunset	<i>A. truncatum</i> x <i>A. platanoids</i>
Beech, Rivers Purple	<i>Fagus sylvatica</i> 'Riversii'

Table 4.4 Recommended park trees

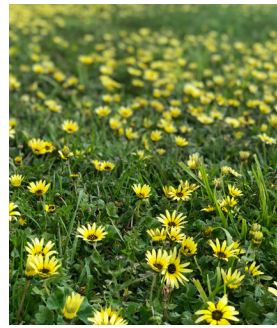


Figure 4.84 Capeweed



Figure 4.85 Ground morning glory

Recommended Groundcovers/Shrubs/Grasses

Botanical Name	Common Name
<i>Arctotheca calendula</i>	Cape Weed
<i>Bergenia crassifolia</i>	Winter-Blooming Bergenia
<i>Ceanothus species</i>	Wild Lilac
<i>Convolvulus mauritanicus</i>	Ground morning glory
<i>Coprosma Verde Vista</i>	N/A
<i>Dymondia margaretae</i>	N/A
<i>Festuca</i> sp.	Fescue
<i>Fragaria chiloensis</i>	Wild Strawberry
<i>Gazania</i> sp.	N/A
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Hemerocallis</i> sp.	Day Lily
<i>Iris douglasiana</i>	Douglas Iris
<i>Lantana</i> sp.	Lantana
<i>Liriope muscari</i>	Lily Turf
<i>Myoporum parvifolium</i>	N/A
<i>Osteospermum fruticosum</i>	Triling African Daisy
<i>Rosmarinus officinalis</i> 'Prostratus'	Prostrate Rosemary
<i>Scaevola</i> 'Mauve Clusters'	N/A
<i>Stipa pulchra</i>	Purple Needlegrass
<i>Trachelospermum asiaticum</i>	N/A
<i>Calamagrostis acutiflora</i>	Karl Forester
<i>Vinca Minor</i>	Dwarf Periwinkle
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Loropetalum Chinese</i>	Chinese Fringe Flower

Table 4.5 Recommended groundcovers/shrubs/grasses



Figure 4.86 Jasmine



Figure 4.89 Boston ivy



Figure 4.87 Lavender trumpet vine



Figure 4.90 Potato vine



Figure 4.88 Happy Wanderer



Figure 4.91 Campsis radicans

Recommended Vines

Botanical Name	Common Name
<i>Campsis radicans</i>	N/A
<i>Clematis armandii</i>	Evergreen Clematis
<i>Clytostoma callistegiodes</i>	Lavender Trumpet Vine
<i>Distictis</i> sp.	Trumpet Vine
<i>Hardenbergia violacea</i>	Happy Wanderer
<i>Jasminum polyanthum</i>	Jasmine
<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Solanum jasminoides</i>	Potato Vine
<i>Wisteria sinensis</i>	Chinese Wisteria

Table 4.6 Recommended vines



5. STREETS & MOBILITY

5.1 Transportation Plan

The BYSP contemplates a thoughtful, robust transportation and circulation plan, which is further described below. Provided, however, that the ultimate scope and design of the transportation and circulation plan, as well as related infrastructure and improvement requirements, shall be finalized as part of the design/site plan review process in connection with each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.

5.1.1 Overview

Barber Yard is near Highway 99 (Golden State Highway), an essential north-south connector, Highway 32 (Deer Creek Highway), a critical east-west link, and the Skyway, joining the city to the ridge. Downtown Chico is located to the north of the BYSP Area, bisected by the 8th/9th Street couplet. Set between the traditional street grid of the Barber Neighborhood and the Park Avenue commercial corridor to the north and east and the Union Pacific Rail Line to the west, the site itself is currently accessible via W 16th Street. Urbanization of Barber Yard requires improvements to the street network both within and beyond its boundary.

This BYSP contemplates an organized, connective network of streets that adequately service the BYSP Area.

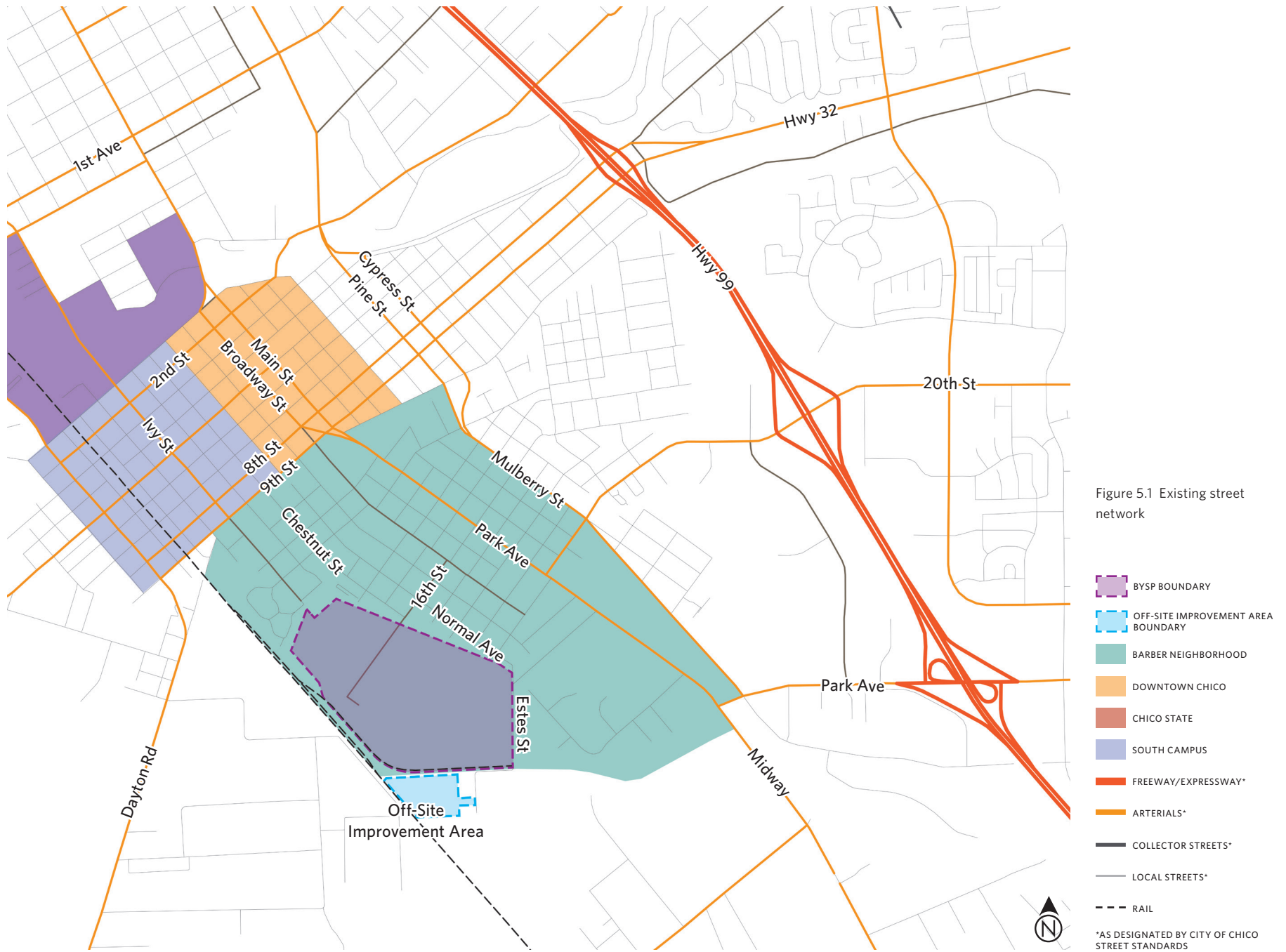
At the heart of this approach is creating a network of complete streets to accommodate all roadway users and a variety of mobility choices. An overarching objective of the complete streets philosophy is to provide such a diversity of mobility choices that residents feel comfortable choosing to walk, bike, ride the bus, etc., instead of driving. This strategy is inherently sustainable in its prioritization of environmentally-friendly forms of mobility. It is also adaptable for future advances in mobility technology and unforeseeable changes in use.

Achieving this level of walkability relies on many interrelated factors. First, amenities like parks, neighborhood retail, and other everyday uses must be in convenient clusters. Secondly, connections between residences and these recreational, commercial, and institutional amenities must be relatively short, pleasant, and accommodating for people of all ages and abilities to traverse. Users pushing strollers, operating wheelchairs, riding bikes, or simply walking should not encounter any obstacles (physical or environmental) that would hinder access to their destination. Third, the variety of mobility choices must all work together as a legible, scalable network that prioritizes safety and interconnectedness. For example, suppose a retail cluster doesn't have a bike lane nearby. In that case, residents who would prefer to bike could be forced to choose another option because of the lack of accommodation and con-

nectivity. Carefully studying the interaction between these mobility options is imperative when designing a transportation network, providing a necessary level of safety for all users.

The BYSP incorporates current state-of-the-art transportation strategies and designs for reducing the adverse effects of personal vehicle use. However, new technologies are also emerging that may further enhance mobility, transportation efficiency, and environmental sustainability. It is impossible to plan for these technologies in detail or hypothesize all of their implications. The BYSP is designed to be flexible and adaptive to future mobility needs and opportunities. Specific transportation demand management (TDM) strategies and requirements shall be those as set forth in the approved TDM plan for each individual development proposal and as otherwise provided for in the BYSP EIR and the Barber Yard Development Agreement.

The BYSP provides an overview of the major framework streets and the more conceptual distribution of minor and local roads serving residential areas. Street classifications are defined, suited to varying traffic volumes, site characteristics, and adjacent land uses.



5.1.2 Existing Network & Context

The existing BYSP Area does not contain a street network. The few remaining paved areas are informal remnants that serve various uses on-site. Historically, the only strong connection between the site and adjacent neighborhoods was the entrance at W 16th Street, which remains today.

In the adjacent Barber Neighborhood, the internal street network is well-connected. The existing street grid puts ingress and egress traffic on the even-numbered streets and cross-streets, including Broadway Street and Normal Avenue. Streets form a square block pattern with smaller, ancillary streets and alleys.

The existing street network outside of the BYSP Area features wide streets primarily covered with impervious surfaces from property line to property line, with inconsistent travel lanes, parking zones, bike lanes, sidewalks, etc. As a result, neighborhood streets are unpredictably organized, with cars parked inconsistently, pedestrians walking in the roadway, and cars speeding on overly-wide streets.

The SWCNIP contains recommendations for street improvements that have been approved by the community as well as the City of Chico. Many of the streets south of Broadway Street lack a curb, gutter, and sidewalks.

The existing off-site streets that feature signalized intersections with city arterials include 14th, 16th, 20th, 22nd, and Ivy Streets. As a result, these

streets will be the primary means of ingress and egress to the BYSP Area. The SWCNIP calls for improvements to be made to the 20th Street/Park Avenue intersection to allow for full turning movements. This upgrade requires identification as a Capital Improvement Project (CIP) before it can move forward into implementation.

The BYSP builds on these previously-approved plans by extending the positive elements of the surrounding street network into the BYSP Area. The proposed street network within the site seamlessly blends the Barber Neighborhood's network with the new network, allowing all mobility systems to work together and create a safe, walkable environment.

5.1.3 Objectives

The transportation plan for Barber Yard is a framework designed to allow for the safe and convenient movement of pedestrians, bicyclists, transit users, and drivers while managing parking, servicing, traffic distribution/congestion, and other mobility needs. The intent is to offer a wide variety of mobility choices that prioritize non-vehicular travel, promote alternatives to the automobile, increase connectivity between land uses, alleviate congestion, and improve public health.

The following objectives outline the general design principles that informed the plan.

- Build on the historic grid system in the adjacent Barber Neighborhood to balance the load of additional traffic created by the new development.
- Improve transportation safety for all modes to encourage increased walking, bicycling, and public transit use.
- Implement traffic-calming measures to slow vehicular speeds and mitigate congestion both on- and off-site.
- Cluster uses to encourage walkability.
- Accommodate the accessibility needs of all people. Public surfacing(s) must comply with all ADA and Title 24 requirements.
- Provide a more equitable and robust transportation system, both locally and regionally.
- Provide a parking network that allows for flexibility and efficiency in the use of urban space while enhancing the viability of desired development.
- Minimize conflicts between competing mobility modes on high-volume routes.
- Promote active engagement with new mobility technologies to improve systems continuously.



Figure 5.2 Street character in Barber Neighborhood



Figure 5.3 Typical alley in Barber Neighborhood



Figure 5.4 Inconsistently parked cars are typical on Barber streets

5.2 Off-Site Connections

5.2.1 Overview

Identifying the right connections between the BYSP Area and surrounding neighborhoods is critical to the future success of both. As a historically industrial site, it makes sense that these connections were limited. However, as an extension of the nearby residential fabric, the BYSP Area requires more frequent connections into the surrounding street grid. This high degree of connectivity benefits both the project and the neighborhood by appropriately balancing the distribution of new traffic and creates a fine-grained framework that facilitates more diverse approaches to mobility.

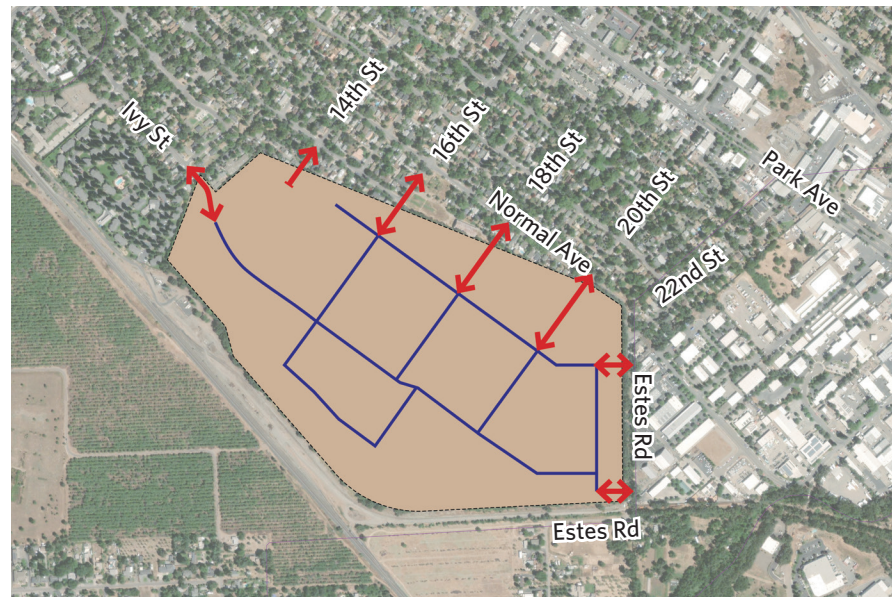


Figure 5.5 Missing infrastructure as identified in SWCNIP

Figure 5.6 Connections

5.2.2 Connections

The following streets are to be extended into the BYSP Area.

16th Street

W 16th Street bisects the Barber Neighborhood and already acts as a primary connector for the neighborhood to Park Avenue and beyond. Historically, W 16th Street extended into the Barber Yard property and was the primary access point for workers at the Diamond Match Factory, many of whom resided in Barber. Today, the portion of W 16th Street internal to the site features towering palm trees that line the paving and provide a dramatic entrance to the site.

Starting at its intersection with Park Avenue, W 16th Street is designated by the city as a local street. Measuring approximately 80 feet, the right-of-way lacks any striping or definition between on-street parking and travel lanes, contributing to an overly wide street character.

Ivy Street

Ivy Street approaches the BYSP Area from the northwest and historically serves the Diamond Match Factory. The connection to Ivy Street is made with initial development in Barber Yard.

Approximately 80 feet in width, the right-of-way of Ivy Street is considered a collector south of 9th Street and features relatively consistent curb, sidewalk, and on-street parking conditions. Bicycle lanes emerge as Ivy Street approaches downtown Chico and extend to the Chico State campus.

14th, 18th, 20th, and 22nd Streets

The primary connecting streets existing in the Barber Neighborhood are to be extended into the BYSP Area to seamlessly integrate the new neighborhoods into the existing street network and avoid overloading new traffic onto 16th Street. The location of Barber Yard and its reliance on accessibility through the Barber Neighborhood presents a unique situation for development; where often it is imagined that limiting access points is the ideal solution, the opposite actually achieves the desire for minimal impact. The more connections between Barber and Barber Yard, the less traffic on each road individually. The balance of traffic throughout the existing Barber Neighborhood is a top BYSP priority.

5.3 Overall Mobility Framework

5.3.1 Overview

At its most basic level, mobility is about the ability to get from one place to another easily, comfortably, and quickly. Great mobility frameworks provide a diverse range of options for travel, making it enjoyable to decide whether to walk, bike, or drive to the local coffee shop. Great communities plan for this travel not just in terms of the modes themselves, but also the layout of the neighborhood. If the coffee shop is over a mile away, the choice to walk is far less desirable than to drive. The BYSP is designed with the intent to provide a diversity of connected mobility choices that offer equally safe and pleasant experiences en route to clustered, nearby destinations.

Connectivity is of paramount importance in any mobility conversation. Networks of infrastructure that support any mode of travel must all operate individually across the entire BYSP Area and beyond; additionally, these networks must be designed to interact and overlap safely and efficiently, providing a truly comprehensive network.

The scale of these mobility networks is intended to grow and adapt to changing travel needs, technological advancements, and distances between destinations. The BYSP's mobility framework must equitably and adequately serve people of all ages and abilities to achieve a variety of scales of travel: families pushing strollers to the playground across

the street, joggers running a loop around their neighborhood, seniors taking the bus to the grocery store, commuters biking to work on the other side of town, and more. Analyzing the length of these trips and the type of user are both important components of designing an appropriately-scaled mobility framework for Barber Yard.

5.3.2 Walkability over Drive-ability

Although many decades of planning have been centered around prioritizing personal vehicle travel, a recent shift towards designing walkable communities prioritizes pedestrians over cars. This is a positive trend on many levels.

First, single-occupancy vehicles (SOVs) used for short daily trips have been deemed one of the most damaging modes of mobility in terms of carbon footprint. Therefore, reducing the need for SOVs is a high-priority item for sustainability.

Secondly, there is a qualitative aspect to walkable communities that has great impacts. Besides the obvious health benefits of walking, prioritizing pedestrian travel often improves neighborly relations, increases foot traffic at storefronts, and more. In summary, shifting the conversation from cars to people has immeasurable impacts on a community's success and longevity.

5.3.3 Trip Length

Imagining life as a resident of Barber Yard, making a list of day-to-day errands, and deciding the preferred mode(s) of transit for the day is a useful exercise in designing a successful mobility framework. Considering the distance from home to point A, then point A to point B, the groceries you might be carrying, the time constraints, the perceived experience of each mode, and more are crucial factors in that decision-making process. If a walkable, bike-able community is desired, then there should be few barriers in deciding to walk, bike, bus, etc., instead of driving.

The modes of travel illustrated in Figure 5.7 are ordered in terms of scale, but not scale of the vehicle or its associated infrastructure. Instead, the simplified and conceptual needs of the user as a hypothetical trip are lengthened by time or distance.

Walk/Roll

Due to the variations in the ability to walk or roll (i.e. with a stroller, in a wheelchair, with an aid), pedestrian travel is often considered a mobility option only when the trip is short. This isn't always the case since a comprehensive pedestrian network should also accommodate hiking trails, jogging paths, etc. Still, where non-experiential travel is concerned, the rule for walking and rolling is that the trip becomes unpleasant after 15-20 minutes of travel. Therefore,

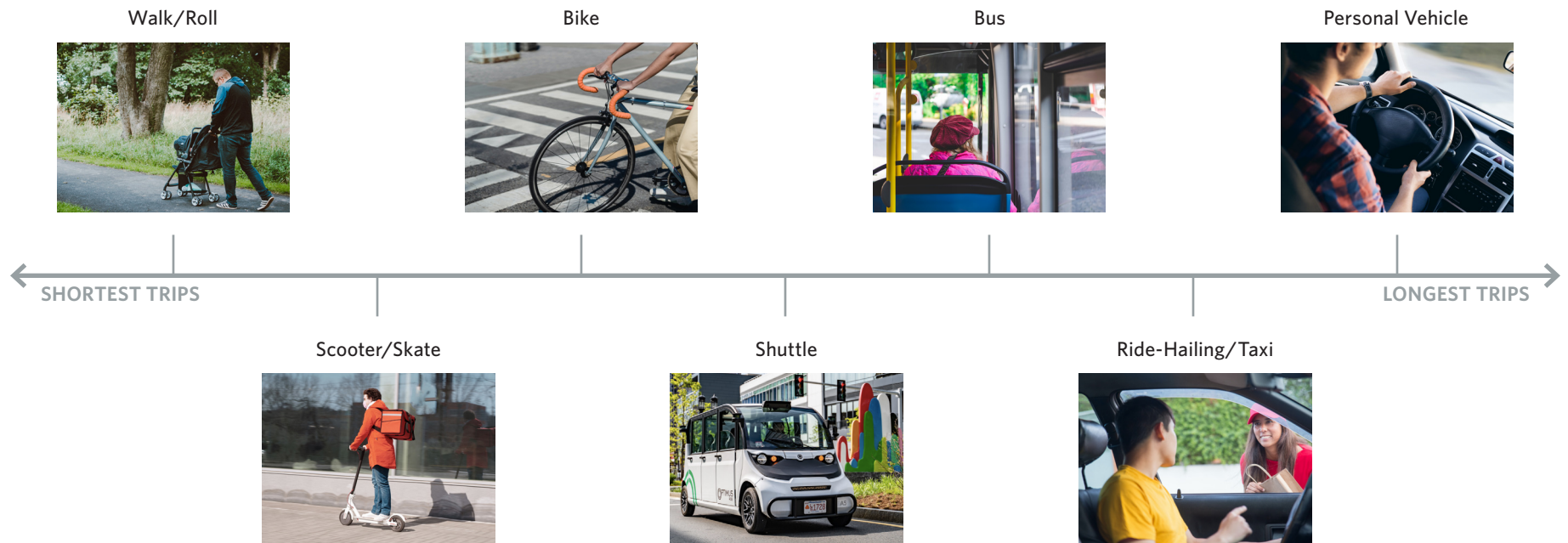


Figure 5.7 Travel mode by ideal trip length

any amenities that a resident or visitor may only want to access as a pedestrian must be located within that radius.

Additionally, pedestrians tend to be the most vulnerable in any situation where they interact with another transit mode. This risk must be considered when designing pedestrian infrastructure in order to protect from faster-moving traffic, including cars, bikes, scooters, or buses.

Scooter/Skate

A recent trend across the country has been the deploying motorized and non-motorized fleets of scooters, skates, and segways that offer new individual travel options. While rules and regulations regarding (often company-owned) fleets vary re-

gionally, this specific plan intends to accommodate this formerly missing mobility scale.

Both motorized and non-motorized small personal vehicles comparable to a scooter, skateboard, rollerblades, or segway can be grouped with bicycles in terms of their infrastructure needs.

Bike

In Northern California's mild, temperate climate and Chico's relatively flat terrain, bicycling is a great transportation option for people of all ages and abilities. Whether residents have chosen to ride a bike or e-bike, the average trip length of a bicyclist is longer than that of a pedestrian, ranging anywhere from a few minutes to 30 minutes of riding time. This range of possible travel presents an issue of connectiv-

ity. Although a 20-minute ride may be expected, a cyclist may choose another mode of transit if the bicycle network feels unsafe, unprotected, or disconnected from the destination.

Successful bicycle infrastructure makes riders of all ages and abilities feel safe and comfortable throughout the entirety of their ride.

Shuttle

Whether manned or driverless, shuttles are a relatively new transit mode inserted into mobility frameworks throughout the country that can be vans, small buses, etc. Typically operated by internal communities or private companies, shuttles can provide a new scale of transit between pedestrian/bike travel, which can be too arduous or distant,

and public bus systems, which can be disconnected or too infrequent. A private shuttle may be a great option in communities with large senior populations, university student housing, or public amenities located far from parking. The BYSP does not specifically plan for a shuttle system but is flexible enough for its future addition.

Bus

The public bus system in Chico called the “B-Line” is robust and serves users at a regional scale. Although there are currently no routes that travel through the site or either of the adjacent neighborhoods, this specific plan is intended to be flexible enough to adapt to any future needs of Barber Yard, which may or may not include adding a bus route or stop(s) on site.

Ride-Hailing/Taxi

Ride-hailing services, including traditional taxis, app-request on-demand systems (e.g., Uber, Lyft, etc.), and driverless services have seen a major increase in use in the last decade, a trend projected to continue. This mobility option has pros and cons: fewer residents feel obligated to own their vehicle and often use ride-hailing services on return trips instead of two-way travel; however, idling cars, congestion at the curbside due to pick-ups and drop-offs, and the continued use of vehicles remain a relatively inefficient option compared to other public transit modes. The BYSP is intended to accommodate this mode of transit, particularly curbside management.

Cars (SOVs)

Personal automobiles have the largest physical footprint per user, environmental impact, and infra-

structure requirement of any mobility option on the spectrum. The State of California’s new call to require sales of all new passenger vehicles and trucks to be zero-emission electric vehicles (EVs) by 2035 as mandated by the California Air Resources Board greatly reduce SOVs’ impact on air quality; however, SOVs will still have a greater environmental impact than virtually all other aforementioned modes of transit. Although cars provide a service as a crucial regional-scale mobility option, many trips taken to local amenities could be shifted to other alternative modes of travel.

This specific plan balances the needs of single-occupant vehicle (SOV) users (including people of all abilities) with the intent to encourage more people to walk, bike, and take transit both within and to/from the BYSP Area when possible.

An interconnected network of complete streets will accommodate all travel modes. The street network’s grid pattern will distribute vehicle traffic across local streets so that motor vehicles will not be funneled onto a single, congested arterial. This will also serve to reduce walking distances between common destinations. Streets in the BYSP Area will be designed for all modes of travel to moderate vehicular speeds, facilitate emergency response, provide on-street parking and loading, and keep excess SOV traffic from negatively affecting the quality of life on local streets.

5.3.4 Vehicle Storage

One component of a functioning mobility framework is the storage of vehicles (cars, bikes, etc.) when not in use. For off-street car and bike parking require-

ments, please refer to 3.5.6 Parking Regulations.

In general, vehicle storage strategies aim to balance between providing minimal storage options adjacent to destinations and the majority of storage options in ancillary/overflow lots. Particularly true of cars, which have a very large physical footprint and are therefore spatially inefficient, priority in terms of parking storage should be granted to users based on accessibility needs and limited time users. Additionally, the foot traffic generated by forcing drivers to walk slightly farther to a cluster of uses increases their likelihood of visiting other retail or recreational amenities.

5.3.5 Hierarchy

A successful street network comprises various street types that can accommodate a wide range of traffic types and volume needs and distribute that volume within and to/from the site. The BYSP illustrates location-specific options for designing the highest capacity streets, called “Framework Streets,” diagrammed in Figure 5.8. A menu of supporting street types is also illustrated. The exact layout of this supporting network will be illustrated in the Tentative Map and will require the approval of the Traffic and Fire Departments.

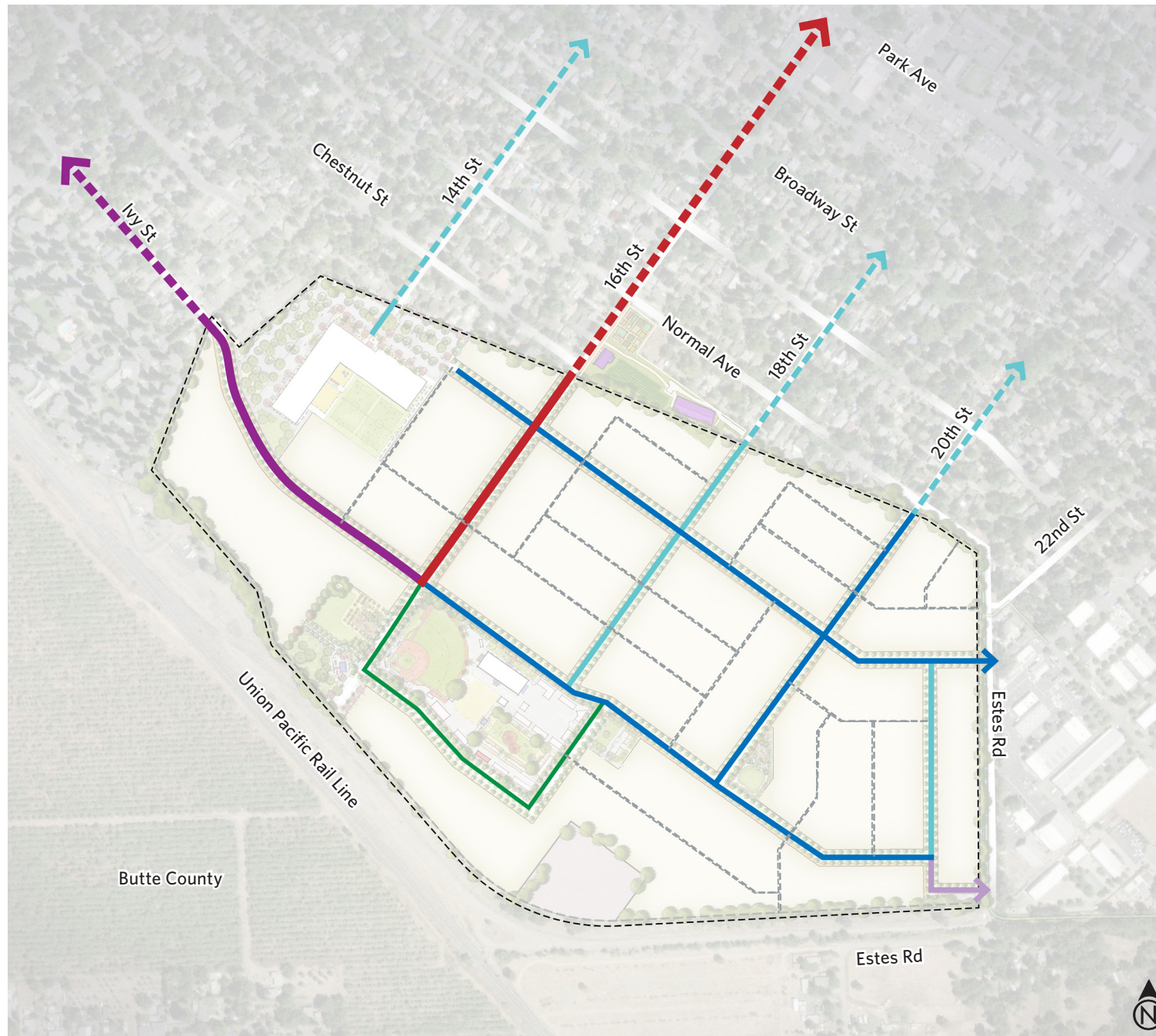


Figure 5.8 Street hierarchy

- BYSP BOUNDARY
- FRAMEWORK STREET - 16TH ST (ON-SITE)
- FRAMEWORK STREET - 16TH ST (OFF-SITE)
- FRAMEWORK STREET - IVY ST (ON-SITE)
- FRAMEWORK STREET - IVY ST (OFF-SITE)
- FRAMEWORK STREET TYPE B (ON-SITE)
- FRAMEWORK STREET TYPE C (ON-SITE)
- FRAMEWORK STREET TYPE C (OFF-SITE)
- FRAMEWORK STREET TYPE D (ON-SITE)
- FRAMEWORK STREET TYPE E
- SUPPORTING STREET TYPES*

*NOTE: SUPPORTING STREETS SHOWN FOR REFERENCE ONLY. FINAL LOCATION TBD AT SUBDIVISION STAGE.

5.4 Pedestrian System Plan

5.4.1 Overview

Sidewalks, trails, and walkways are critical infrastructures for any urban environment. The streetscape design at Barber Yard prioritizes pedestrian movement within and beyond the site. Distances between major social and recreational amenities at Barber Yard were also considered to create a walkable environment for all ages and abilities.

Focusing on walkability is a major priority of the BYSP. Besides the obvious health benefits, a focus on pedestrian travel affords more physical space for neighborly interaction, a hallmark of the existing Barber Neighborhood that must be continued at Barber Yard. Additionally, the environmental and community health benefits of reduced vehicular travel and single-occupant vehicles are an increasingly important factor worldwide. Designing a community where residents feel comfortable walking instead of driving is paramount for these qualitative and quantitative reasons.

Like any other planned urban network, the pedestrian network must offer a variety of safe, pleasant, and well-connected experiences at many scales. Users of all ages and abilities—parents pushing strollers, seniors using a cane, wheelchair users, and more—must be provided equitable access to recreational, retail, and residential amenities throughout Barber Yard. Whether taking a slow evening stroll, carrying groceries to the house, or going to the

playground, each pedestrian experience should be considered in terms of distance and experience desired. It is imperative that each of these experiences, though unique, connect to create a comprehensive and standalone network. A well-connected network of pedestrian experiences should allow residents and visitors to choose pedestrian travel as their primary mode of travel.

Another important aspect of a great pedestrian system is to minimize the distance between starting points and destinations. Consider how far the walk to the local playground would need to be to necessitate driving instead of choosing to walk. The general rule for the maximum desired walking distance is approximately 15 minutes. Therefore, most on-site amenities should be accessible within that radius from all residential areas.

5.4.2 Classifications

The following walkways are to be utilized as primary pedestrian paths throughout the Barber Yard design (see Figure 5.9 Pedestrian infrastructure plan).

Multi-Use Paths

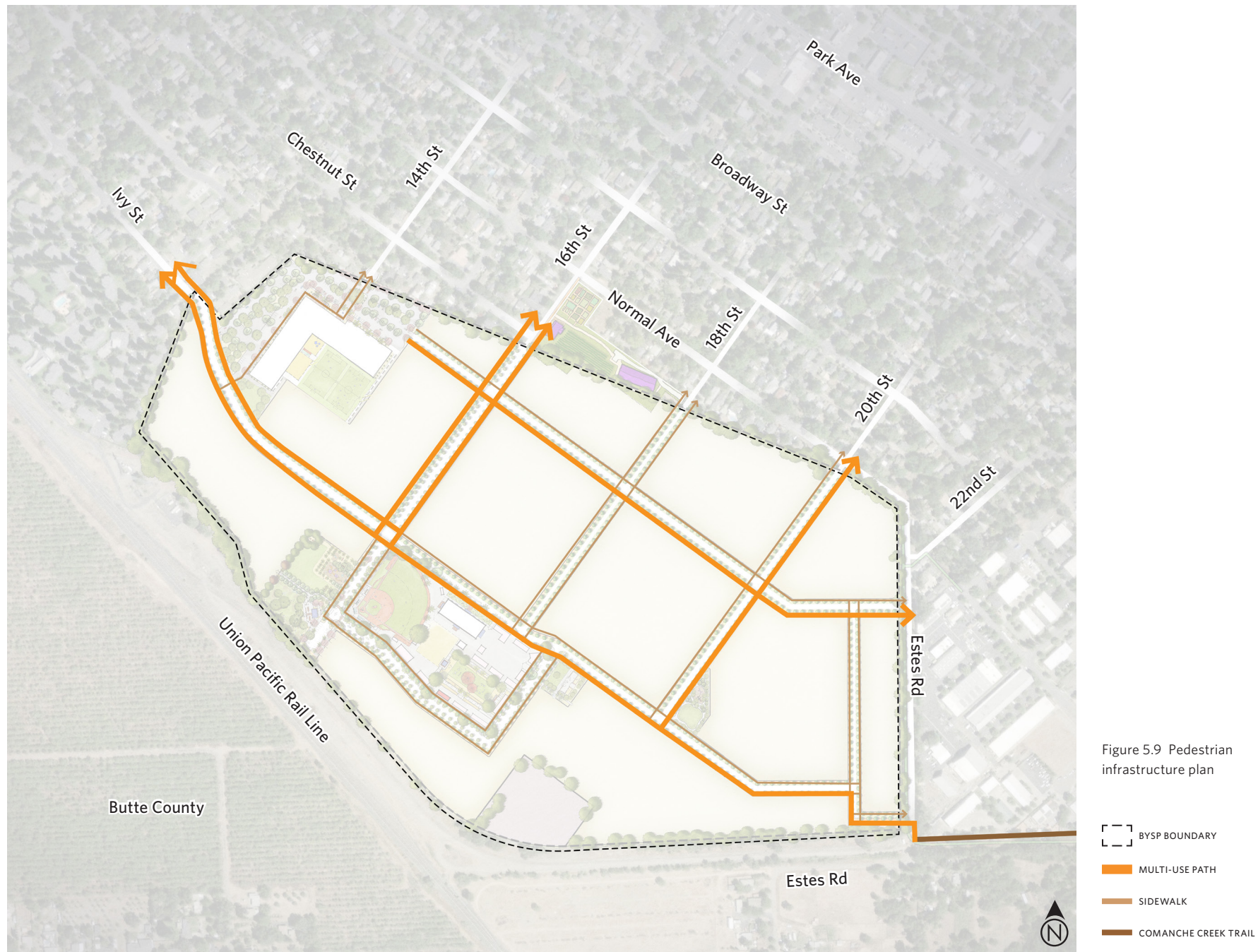
Multi-use paths are designated along key streets and provide a dedicated off-street facility for bicyclists, non-electric vehicles, pedestrians, etc. A defining feature of a multi-use path is entirely separated from vehicular traffic and is approximately 8 to 10 feet wide.

Sidewalks

Well-maintained and well-connected sidewalks are an integral component of a comprehensive pedestrian network. All streets will incorporate a sidewalk on at least one side of the street, depending on site conditions and needs. Sidewalks should prioritize pedestrian movement and provide adequate curb cuts and ramps to accommodate users of all ages and abilities. The BYSP sidewalk environment will be physically and conceptually separated from vehicular travel lanes, adequately shaded, well-lit, and wide enough to comfortably accommodate the width of 2 to 3 individuals at once.

Paseos

Paseos provide standalone pedestrian and bicycle connections between development areas and are part of the open space network. Paseos may also be used to articulate the boundaries of respective residential neighborhoods, transition between differing land uses, and/or accommodate stormwater conveyance systems. These corridors will generally include 6- to 10-foot wide paved pathways, context-appropriate lighting, and landscaping. Locations of paseos are to be determined in the Tentative Map submission.



5.5 Bicycle System Plan

5.5.1 Overview

Biking is one of the most efficient forms of individual transportation and is well-suited for Barber's gridded street system, climate, and relatively flat terrain. Many people prefer biking because it can be one of the fastest, most convenient, and most enjoyable ways to travel, provided there exists a well-connected, safe system of infrastructure that supports bicycle travel. Additionally, e-bikes may be integrated over time as an additional way to further reduce the use of vehicles by extending the range and user base of standard bikes.

Barber's gridded street system provides opportunities for a high level of bicycle accessibility and multiple direct travel paths between destinations. Connectivity is the first priority in designing any successful infrastructure network; all paths should align in order to create a comprehensive system for bicycle travel.

A proposed dedicated bike network is planned to connect Chico State, the BYSP Area, and the existing Barber Neighborhood. Major streets will have either protected bike lanes or separated bike/pedestrian paths that physically separate bicyclists from adjacent vehicle traffic, improving safety. The bike network includes interconnected multi-use paths, lanes, and trails. On-street and off-street bike parking facilities are provided throughout the BYSP

Area. Under current California law, the bike network can also be used by e-bikes and motorized and non-motorized scooters.

5.5.2 Classifications

The following types of bicycle infrastructure comprise the comprehensive system within and around the BYSP Area (see Figure 5.11 Bicycle infrastructure plan). The following four types of bicycle facilities are identified in the California Highway Design Manual.

Bike Paths (Class I)

Also termed "shared-use" or "multi-use paths," Class I Bike Paths are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bike travel.

Bike Lanes (Class II)

Class II Bike Lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of the roadway. Whenever possible, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.



Figure 5.10 Existing Class II Bike Lane on Ivy Street outside BYSP Area

Bike Routes (Class III)

Class III Bike Routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, bike routes should be enhanced with treatments that improve safety and connectivity, such as the use of "sharrows" or shared lane markings to delineate that the road is a shared-use facility.

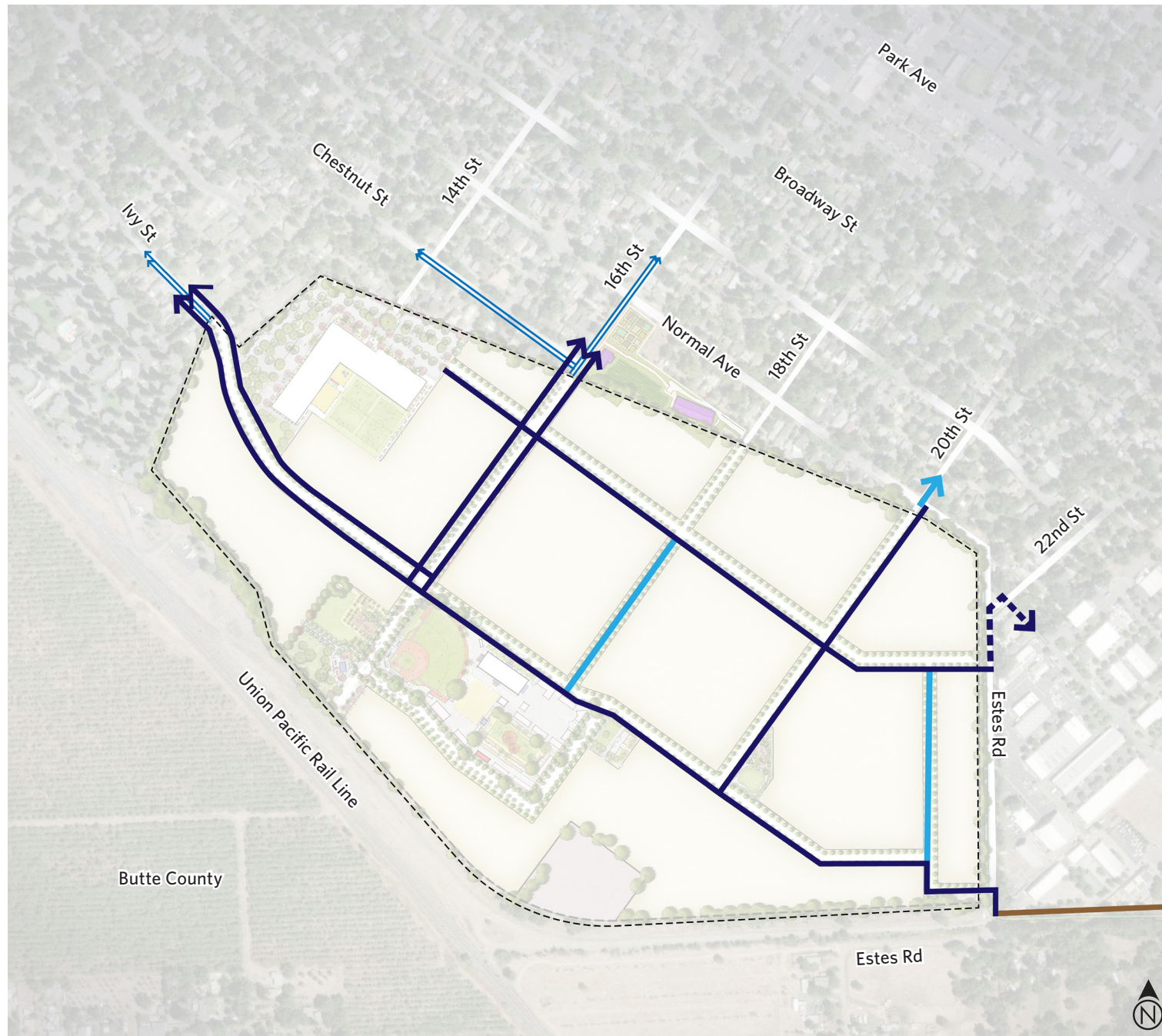


Figure 5.11 Bicycle infrastructure plan

- BYSP BOUNDARY
- CLASS I BIKE PATHS (ON-SITE)
- CLASS I BIKE PATHS (OFF-SITE)*
- CLASS II BIKE LANES PROPOSED IN THE SWCNIP*
- CLASS III BIKE ROUTES
- COMANCHE CREEK TRAIL

*POTENTIAL CONNECTORS NOT INCLUDED AS PART OF THE BYSP

5.6 Vehicular Travel Plan

5.6.1 Overview

Vehicular traffic can have a significant impact on the well-being of a community, good and bad. Too little traffic means businesses suffer. Too much traffic means that residents deal with parking issues, noise, and congestion. What is important is traffic volume and how fast vehicular traffic moves. If traffic is allowed to race through the neighborhood, pedestrian safety and enjoyment declines. Due to the primarily residential nature of the BYSP Area, slower vehicular speeds is the primary objective.

Multiple street classifications are specified throughout the Barber Yard site to accommodate varying traffic volumes, parking, bike lanes, and physical conditions. The network of streets is designed to connect the various land uses within the site as well as evenly distribute traffic in and out of the surrounding neighborhood. A variety of transport modes is intended to be encouraged within and beyond the site, with defined routes and accommodations for cyclists, pedestrians, ride-hailing services, and many more in addition to drivers.

5.6.2 Street Types

The following street classifications and sections are intended to provide a diverse menu for new streets in the Barber Yard site. The framework streets are mapped in Figure 5.12 Street hierarchy.

Framework Streets

Framework streets (Figure 5.13 through Figure 5.22) generally provide access connecting off-site streets serving the broader community and neighborhood streets serving residential neighborhoods. In the BYSP, framework streets are those designed with the largest right-of-way widths and have the largest capacity. As a result, framework streets in Barber Yard will be the primary entry points into and out of the site and will connect to existing streets, including 14th, 16th, 18th, 20th, 22nd, and Ivy Streets.

The framework streets are capable of providing bicycle circulation, pedestrian circulation, and, if warranted in the future, public transit routes/stops as well. The framework streets also provide convenient access to many of the amenities at Barber Yard, including the social hub, organic farm, and dog park. The following section illustrates variations of the framework streets to provide flexibility and to accommodate physical site constraints.

Supporting Streets

Supporting streets (Figure 5.23 through Figure 5.26) are intended to provide direct access to individual properties and have less capacity for all modes of traffic, specifically vehicular traffic, than framework streets. This type is designed to discourage through-traffic and promote slower speeds that are more appropriate for residential neighborhood streets. Both front- and rear-loaded housing products can address on supporting streets.

Alleys

Alleys (Figure 5.27 and Figure 5.28) act as service corridors for residential, commercial, and institutional buildings and are the narrowest, lowest-capacity street types permitted in the BYSP Area. Alleys are not necessary for all housing product types, but where garages or parking pads are located at the back of a property, an alley would be appropriate. Alleys are not illustrated in the plan (Figure 5.12 Street hierarchy) but will be shown on the Tentative Map. Low-impact materials such as gravel are permitted to be used for private alleys in lieu of concrete paving; these alternative materials will require approval of both the City's Stormwater Consultant and the Maintenance Department.

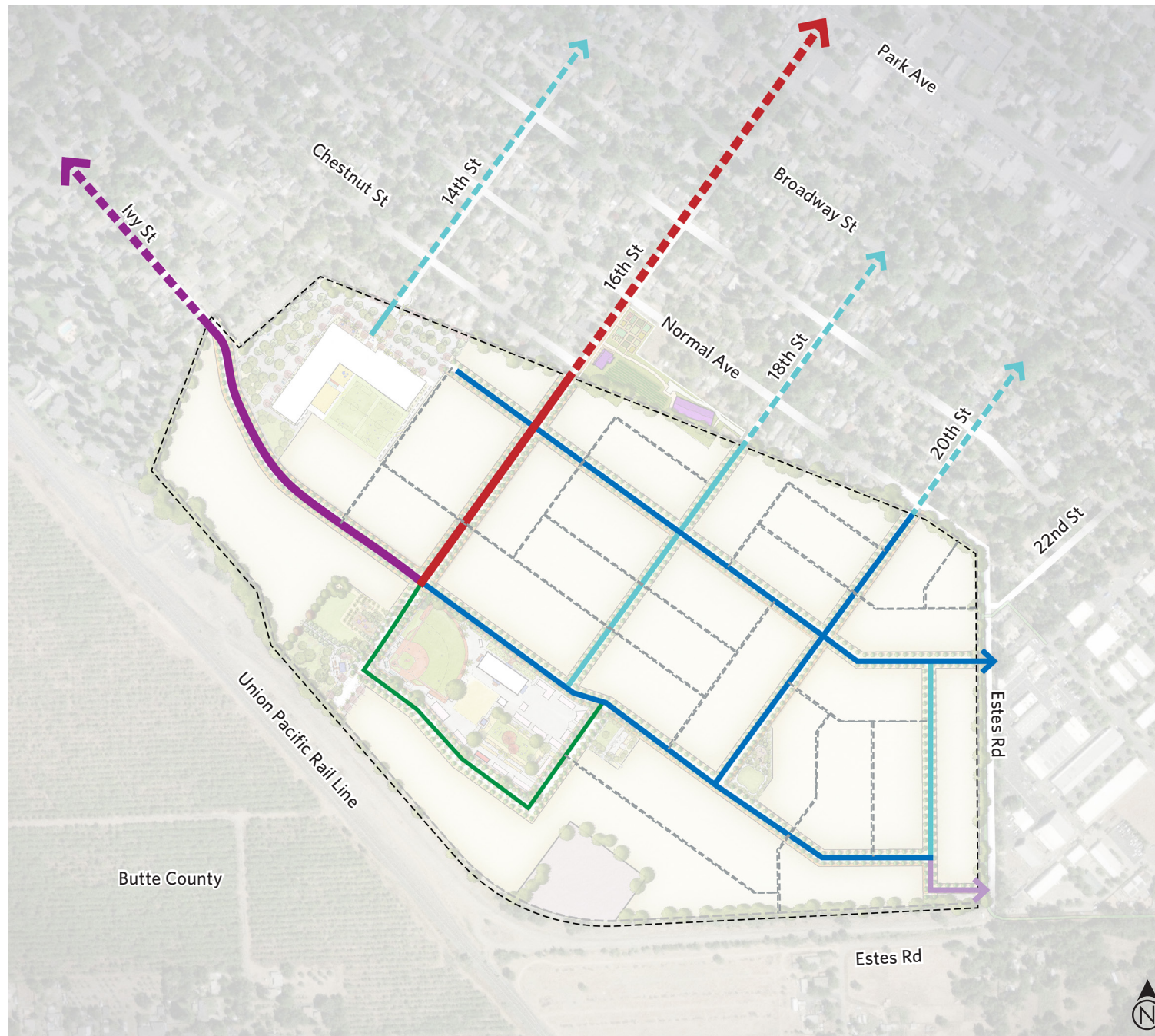


Figure 5.12 Street hierarchy

- BYSP BOUNDARY
- FRAMEWORK STREET - 16TH ST (ON-SITE)
- FRAMEWORK STREET - 16TH ST (OFF-SITE)
- FRAMEWORK STREET - IVY ST (ON-SITE)
- FRAMEWORK STREET - IVY ST (OFF-SITE)
- FRAMEWORK STREET TYPE B (ON-SITE)
- FRAMEWORK STREET TYPE C (ON-SITE)
- FRAMEWORK STREET TYPE C (OFF-SITE)
- FRAMEWORK STREET TYPE D (ON-SITE)
- FRAMEWORK STREET TYPE E
- SUPPORTING STREET TYPES*

*NOTE: SUPPORTING STREETS SHOWN FOR REFERENCE ONLY. FINAL LOCATION TBD AT SUBDIVISION STAGE.

5.6.3 Framework Streets

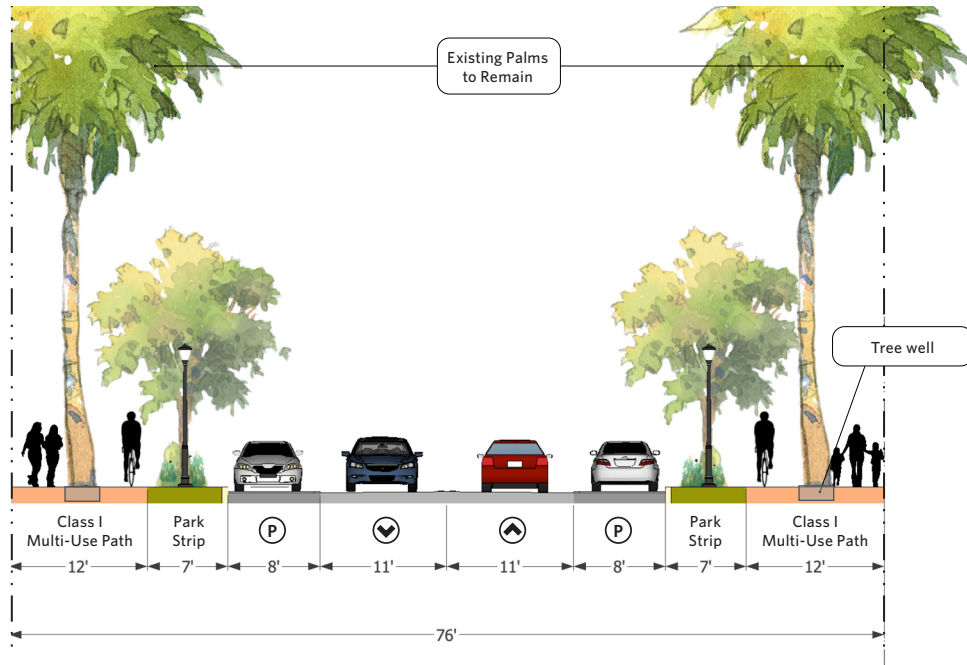


Figure 5.13 16th Street within BYSP Area —

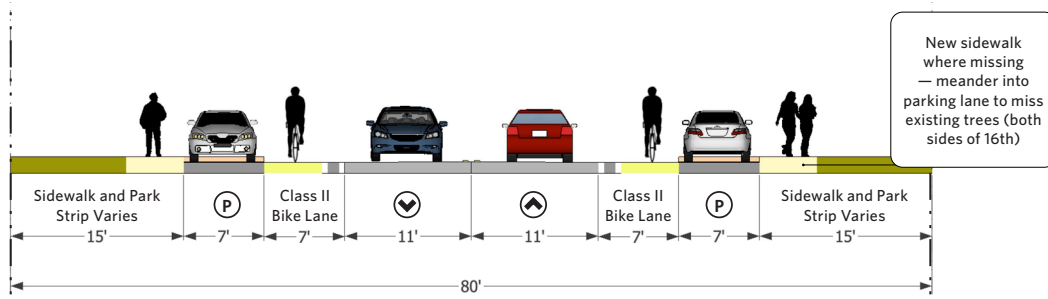


Figure 5.14 16th Street outside of BYSP Area - - -

Note: Vertical curbs are required on framework streets

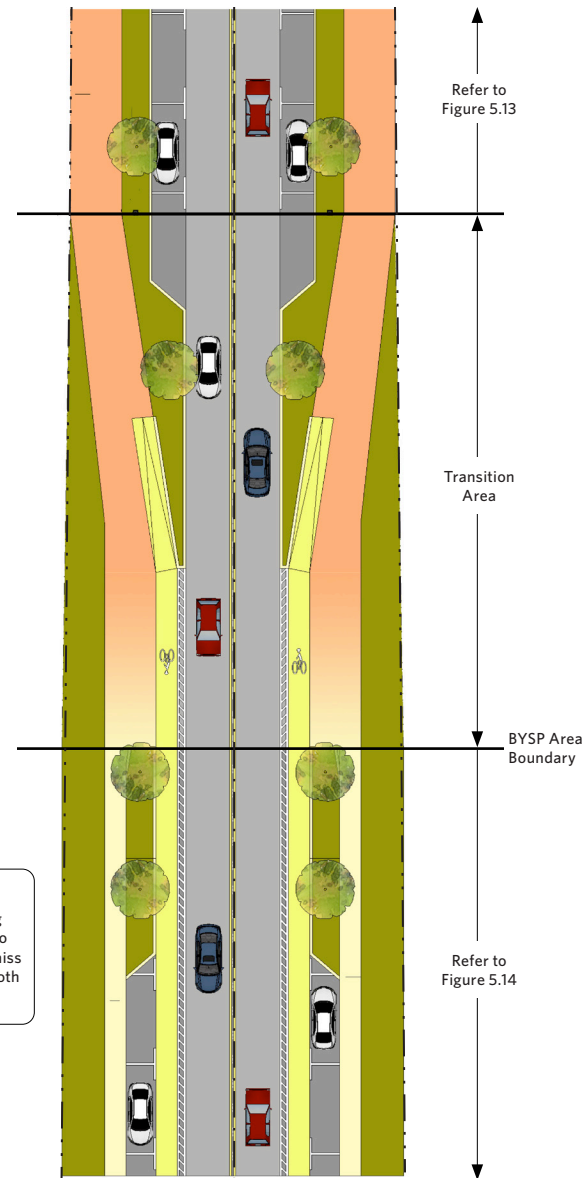


Figure 5.15 Transition area where 16th Street crosses in and out of the BYSP Area

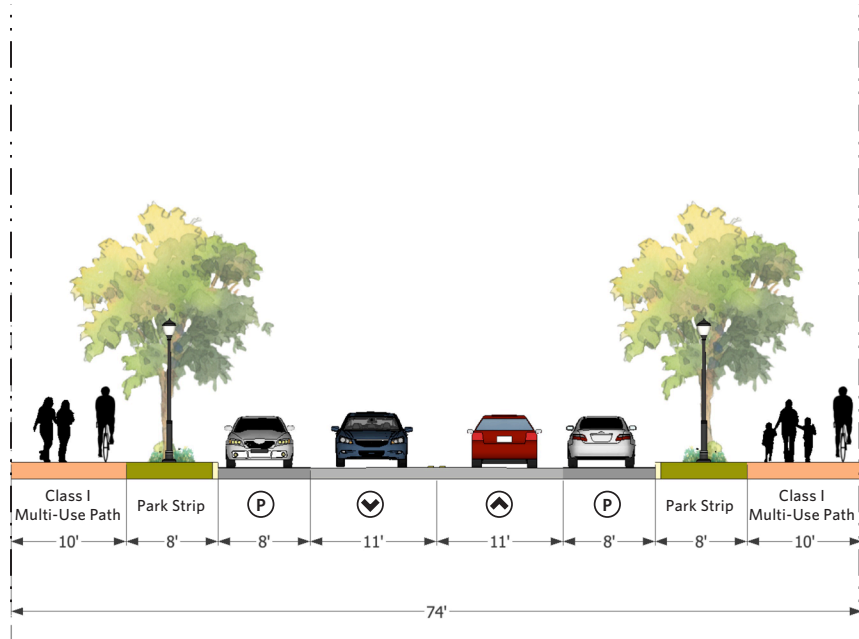


Figure 5.16 Ivy Street within BYSP Area

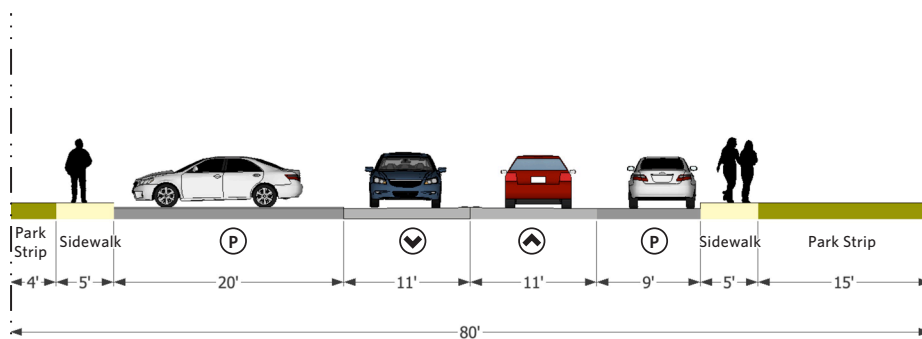


Figure 5.17 Ivy Street outside of BYSP Area

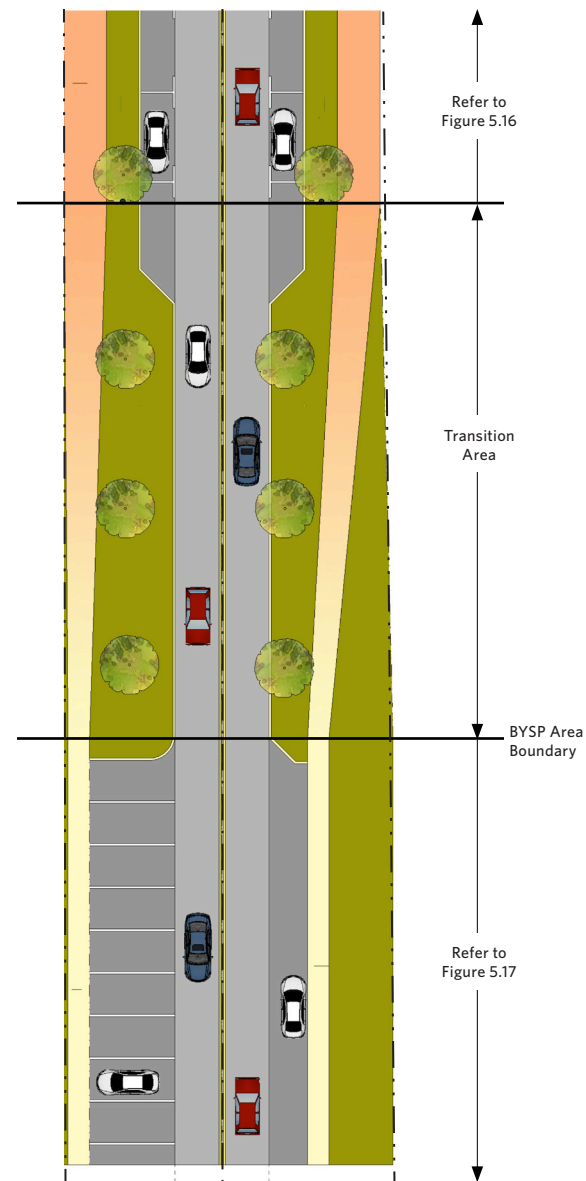


Figure 5.18 Transition area where Ivy Street crosses in and out of the BYSP Area

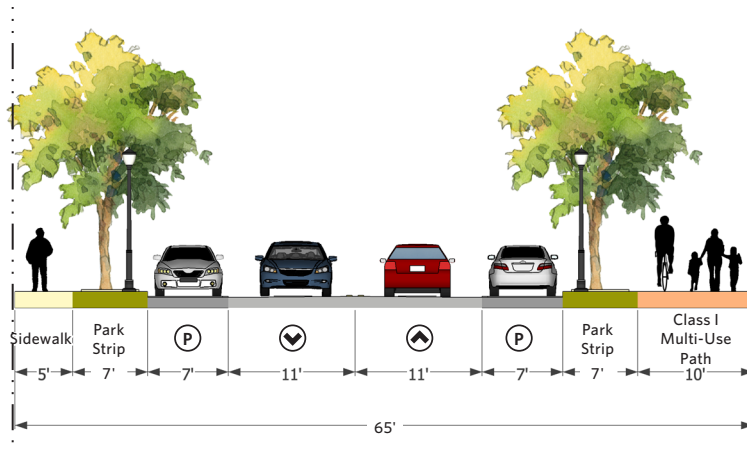


Figure 5.19 Framework Street Type B

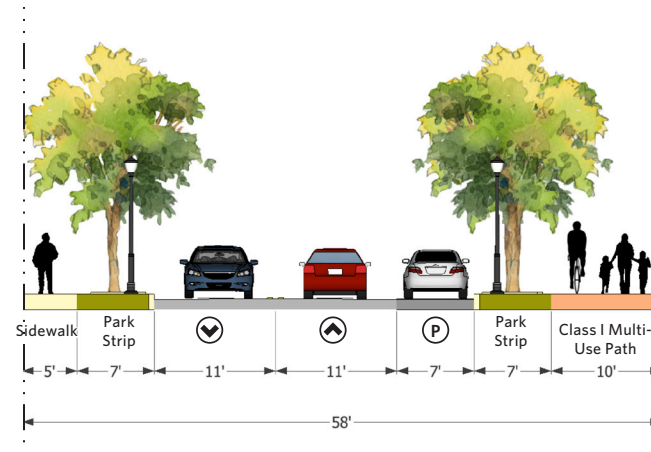


Figure 5.21 Framework Street Type D

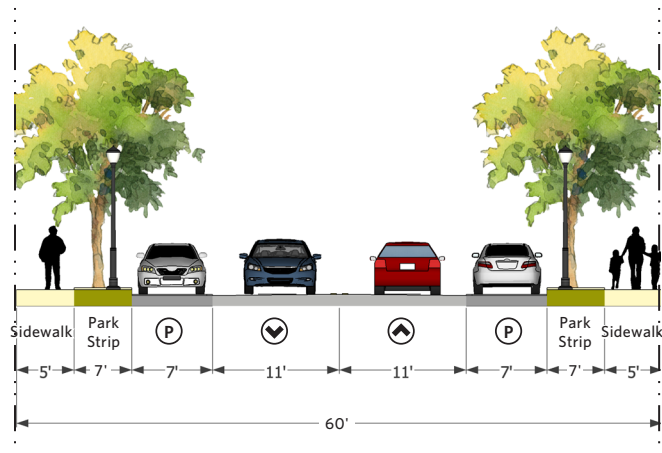


Figure 5.20 Framework Street Type C

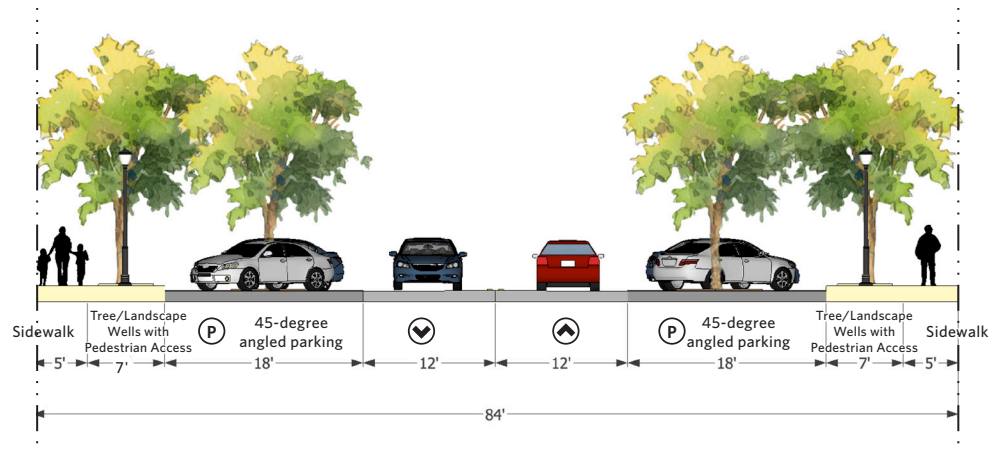


Figure 5.22 Framework Street Type E

5.6.4 Supporting Streets

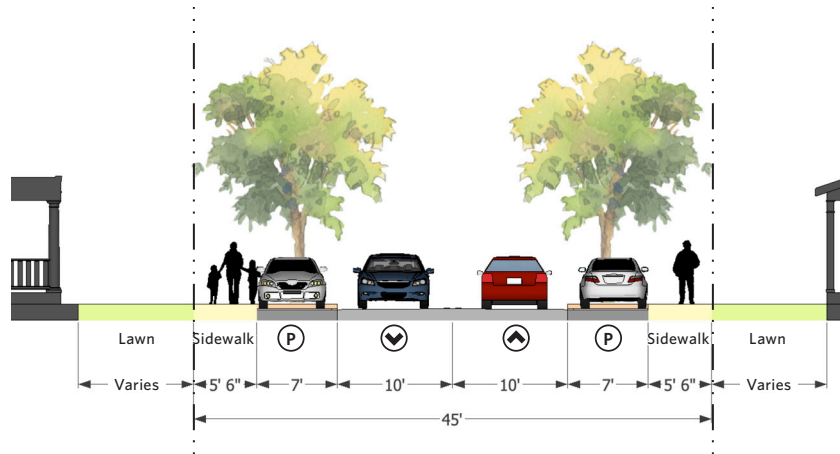


Figure 5.23 Supporting Street Type A

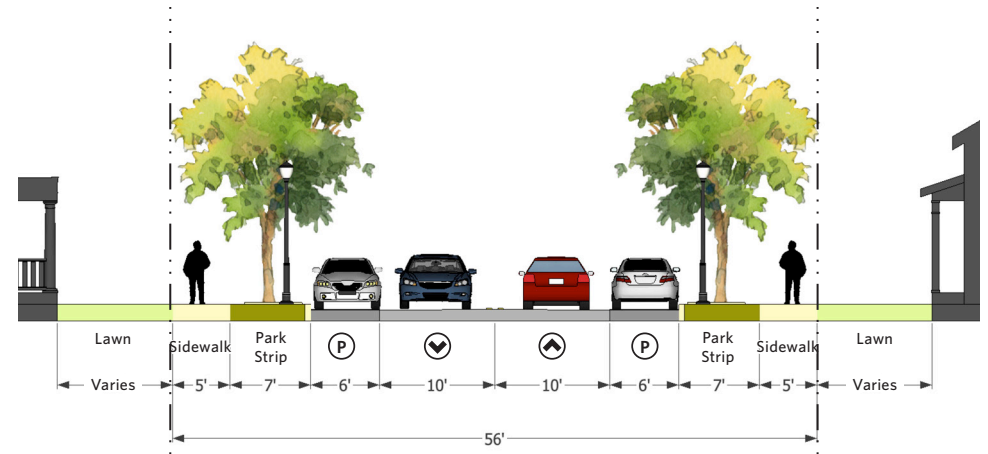


Figure 5.25 Supporting Street Type C

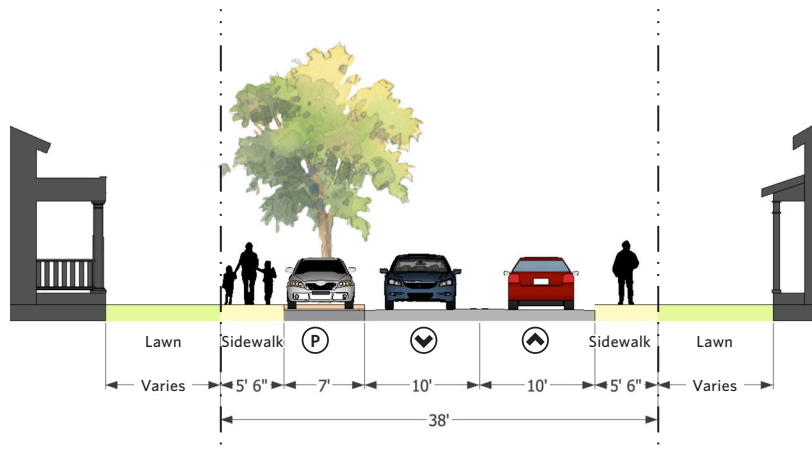


Figure 5.24 Supporting Street Type B

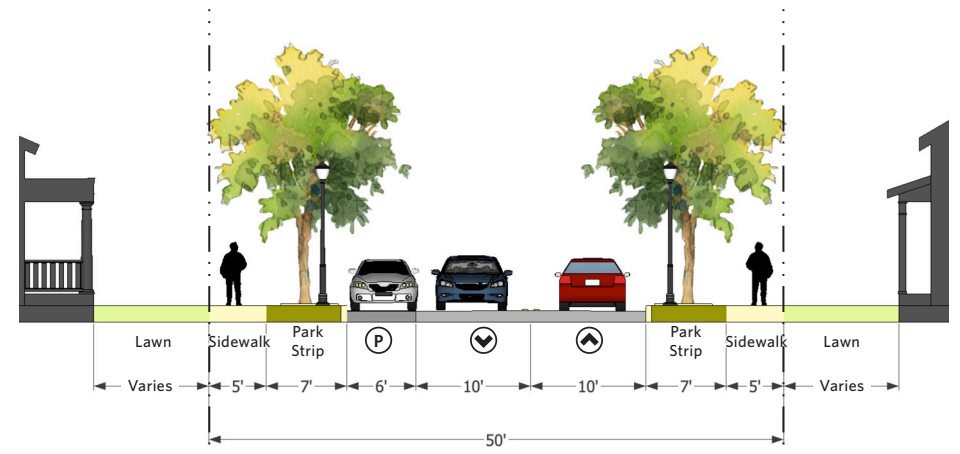


Figure 5.26 Supporting Street Type D

Note: Rolled curbs are permitted on supporting streets

5.6.5 Alleys

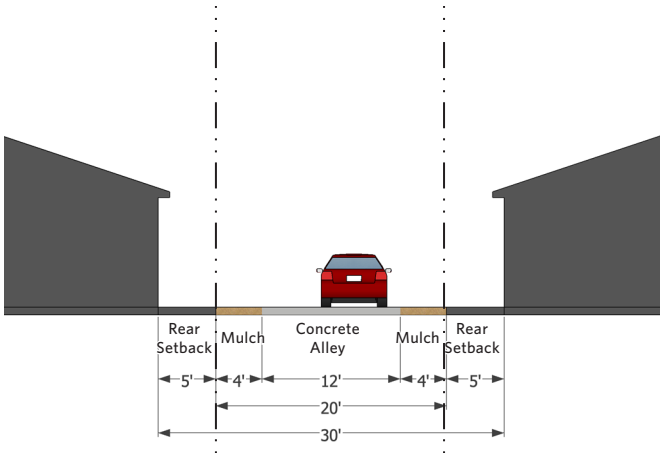


Figure 5.27 Residential Alley Type A (Public)

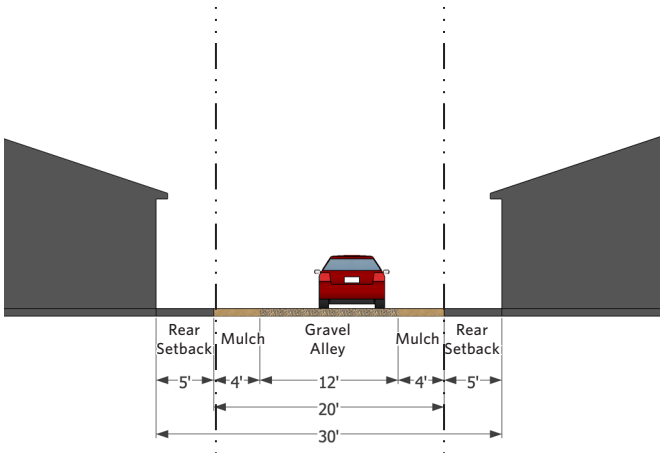


Figure 5.28 Residential Alley Type B (Private)

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5.7 Traffic Calming

5.7.1 Overview

The street network proposed within the site and on connecting streets is designed to accommodate varying traffic levels; however, there may be a need for traffic calming in specific locations.

5.7.2 Traffic Management

Traffic calming is a term that describes measures taken to improve safety for motorists, cyclists, pedestrians, and any other users of a transportation network. The primary objective in ensuring the safety of all users is to slow the speed of vehicle traffic.

The BYSP utilizes the city's Neighborhood Traffic Management Program (NTMP) for guidance in implementing the various traffic calming measures within the planning area. Figures 5.29-5.39 represent a menu of possibilities from the city's NTMP.

Precise methods to be used will be proposed by the developer in the Subdivision Map and installed at the time of initial street construction. Consideration for traffic calming will include framework streets and relatively long blocks where speeding might be enticing.

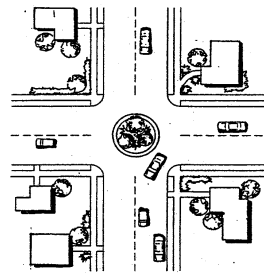


Figure 5.29 Mini-circle

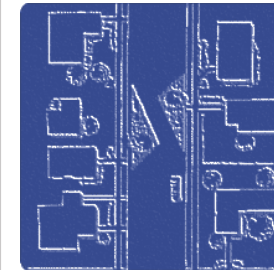


Figure 5.32 Slow points

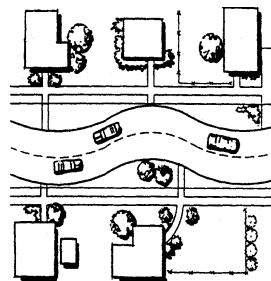


Figure 5.30 Chicane

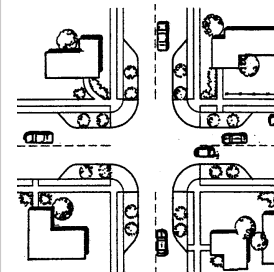


Figure 5.33 Intersection bulbouts/Neckdown

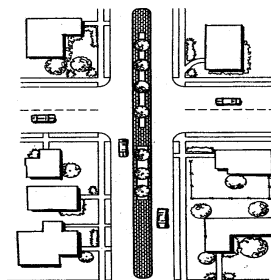


Figure 5.31 Median barrier/narrowing

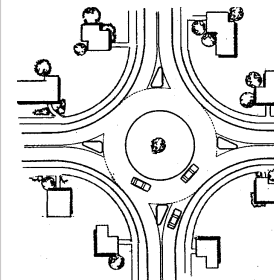


Figure 5.34 Roundabouts



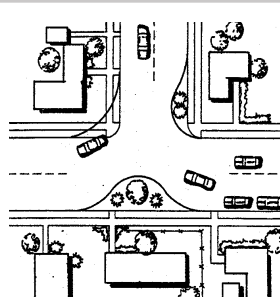


Figure 5.35 Choker/Realigned Intersection

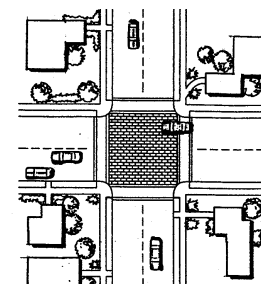


Figure 5.38 Speed platform/raised intersection

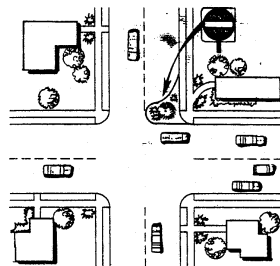


Figure 5.36 Half closure

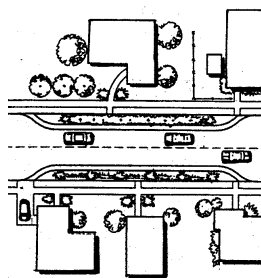


Figure 5.39 Neckdown/choker

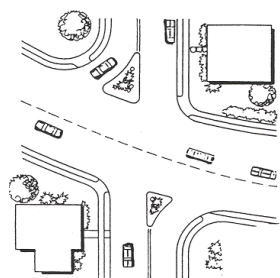


Figure 5.37 Turn restrictions/forced turn island

5.8 Vehicle Parking Network

5.8.1 Overview

Parking management is essential to controlling parking supply and demand to balance the diverse needs of users at Barber Yard. This involves prioritizing parking according to the type of user (e.g., residents, employees, shoppers, event attendees, etc.) by location, time of day, and parking duration. Emerging smart parking technologies (e.g., real-time supply/demand information, wayfinding/navigation, parking apps, online reservations, etc.) can improve user satisfaction while mitigating impacts.

At Barber Yard, parking for residents is accommodated within the lot or per unit, as required by the specific plan. Please refer to 3.5.6 Parking Regulations for parking requirements for specific land uses. Users of public amenities, including the social hub, fitness hub, recreational areas, and others, will be accommodated with both on-street and off-street parking areas.

The BYSP provides a strategy for evaluating parking demand in the future and a framework for the design of parking areas.

5.8.2 Objectives

The following tenets outline the intent of creating a vehicular parking network.

- Prioritize specific user types, peak and off-peak hours, locations, etc., to determine parking needs.
- Minimize the visibility of surface parking lots along major thoroughfares via buildings and landscaping wrapping block interiors.
- Provide adequate handicap-accessible parking spaces near public amenities.
- Leverage the limited provided parking supply to emphasize alternative modes of transportation versus single-occupant vehicles.

5.8.3 On-Street Parking

As designated by the street sections provided in 5.6 Vehicular Travel Plan, on-street parking is to be provided on all framework streets and select supporting streets. Any strategies concerning time limits and permit areas are the responsibility of the City of Chico.

5.8.4 Parking Management

Effective parking management involves the prioritization of parking needs based on location, time of day, parking duration. The desire to provide convenient, free parking must be balanced against the many other urban design principles and objectives articulated within the BYSP. There are multiple tools that cities can use to effectively get drivers out of cars and walking to destinations.

The location of back-of-house overflow parking is a crucial first step. Able to serve adjacent uses when needed, a large surface parking lot located only a short walk away from a cluster of amenities is a great solution. The BYSP identifies the area designated as “OS-1” (locally called the “asphalt cap”) as such overflow parking.

Although there will not be parking meters in the BYSP Area, there will be signage for on-street parking spaces immediately adjacent to amenities that specifies time limitations to maximize the use of desirable spaces. No parking meters are proposed in the BYSP Area. In effect, this parking management strategy prioritizes the parking needs of people making a quick stop and those requiring accessible accommodations as opposed to people who may be more likely to stay in the area longer if their car is a bit further away.

5.8.5 Future Considerations

The following topics should be revisited in the future to accurately assess the evolving parking needs at Barber Yard.

Monitoring

Effective parking management involves the ongoing collection of information, analysis of that information, and the development of actions and strategies to achieve the specific plan's parking objectives.

Smart Technology

Emerging smart parking technologies may improve user satisfaction, increase efficiency, and mitigate environmental impacts.

5.9 Public Transportation Plan

5.9.1 Overview

Transit is the most effective method for moving large numbers of people at regular intervals. Ensuring easy and reliable access to downtown and other regional destinations is critical to reducing regional traffic congestion. Transit also provides mobility for those who do not have access to a car or prefer not to drive.

The existing public transit system in Chico is Butte Regional Transit or the B-Line. The closest routes to the BYSP Area follow Park Avenue, with stops on 13th Street and 17th Street, which are a significant distance from the site.

5.9.2 Bus

Given the scale of development planned at Barber Yard, there is a high likelihood that public transit would be added to connect the BYSP to downtown, Chico State, and other regional destinations, such as Meriam Park. BCAG believes that there will be demand for the addition of a fixed-route bus line within the BYSP Area that connects to these destinations (see Figure 5.40 B-Line Transit Loop). The conceptual location of the stops, pull-outs, and shelters are illustrated in Figure 5.40 B-Line Transit Loop.

Sustainability

Although there are currently no EVs in the B-Line fleet, the Sustainable Communities Strategy (SCS) completed as part of the regional transportation plan has mandated that the fleet be entirely non-

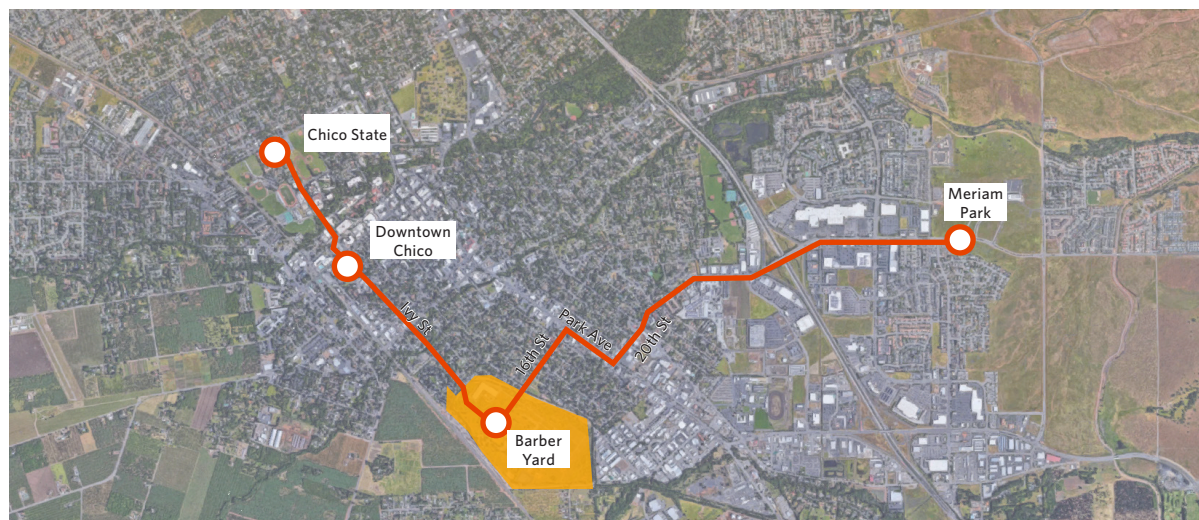


Figure 5.40 B-Line Transit Loop. Connecting Meriam Park to Barber Yard to Chico State

diesel by 2040. Hydrogen fuel cell technology is also being considered.

5.9.3 Commuter Rail

The BYSP Area is bounded by the UPRR to the southwest. For informational purposes, the following is noted. The North Valley Passenger Rail Strategic Plan (strategic plan), being developed by the Butte County Association of Governments (BCAG), includes a potential option to extend passenger rail services from Sacramento to the Chico area. Work on the strategic plan began in early 2022 and is continuing; however no specific proposals or plans have been circulated and the scope and content of

the potential strategic plan are unknown. If services are extended to Chico, the two options being considered are expanding the existing boarding platform at the depot on West 5th Street or constructing a new platform and stop location adjacent to Barber Yard. If the strategic plan were to be implemented, construction is anticipated to start in fall of 2026 to 2028, with service beginning in 2029 and beyond.

In an effort to accommodate any such future rail development should it occur in the future, the project proponent is willing to set aside approximately 1 acre of land to be reserved for a future bus interface, along the northwest edge of the asphalt cap, described in the Barber Yard Development Agreement.



5.10 Emerging Technologies

5.10.1 Overview

Although the BYSP incorporates current leading transportation strategies, new technologies are constantly emerging that may further enhance mobility within and around Barber Yard. This plan is intended to accommodate a variety of evolving technologies and trends. It is impossible to predict all potential implications of future additions to the transportation strategy presented here; therefore, the BYSP requires that these evolving technologies should be regularly evaluated and considered by the city for potential implementation as specific plan implementation continues.

Some of the trends and technologies most expected to have planning consequences in the transportation field are the continued development of ridesharing, increased in-home deliveries, the pandemic-era trend towards remote work, the addition of automated vehicles, and the deployment of shared bikes and scooters. The foreseeable planning implications of these technologies include the need to manage curbside congestion, the interface between manually-operated and automated vehicles, and the need to efficiently store vehicles when not in use. The city will continue to monitor these needs and develop regulations for the use of impacted areas and infrastructure elements.

5.10.2 Classifications

The following types of transportation technologies and practices are actively evolving and may potentially alter the landscape of mobility choices.

Home Goods Deliveries

More consumers now order goods and services online for delivery at their homes and workplaces. This shift in retail trends has an impact on trip-making and drop-off needs that must be analyzed. Small robotic delivery devices have been tested around the country and may have planning implications if deployed more ubiquitously nationwide.

Incorporating common carrier delivery locker systems into multi-family buildings and other common areas can centralize freight deliveries, minimizing the number of failed deliveries and decreasing overall delivery times. This type of spatial management of deliveries and packages must be explored if this trend continues.

Small robot cargo carts are a relatively new alternative delivery mechanism gaining popularity. Robot carts carry items up to 40 pounds to and from shopping and residential destinations and are often used by food delivery companies.

Automated Vehicles

Already in the implementation process elsewhere throughout the country, the technology for autonomous vehicles or “driverless cars” is still evolving and will certainly have planning implications if the current trends continue. Interface with manually-operated vehicles, pedestrians, bicyclists, etc., will likely remain the highest priority consideration with widespread implementation, followed by issues including necessary street infrastructure, curb space management, and storage of vehicles not in use. These considerations may also depend on ownership systems: whether they become predominately individually-owned, company-owned, or community-based, as well as the ultimate policy and legal environment under which they operate.

Automated Shuttles

Multiple-occupant autonomous vehicles are another driver-less option that has been in implementation elsewhere in the country. Like the automated SOV, the planning implications of autonomous shuttles are likely to center around the interface with other modes of mobility, curb space management, vehicle storage, and potential additions to the street infrastructure. One autonomous shuttle operation already in use includes Optimus Ride, which is already in use in California and seeks to solve the first-/last-mile problem for commuters and residents.

Shared Bicycle/Scooter Services

Short-term rentals of bicycles, scooters, and other small, manually- and/or motor-operated vehicles are a growing trend in many cities across the country in an effort to provide a quick, easy mobility choice. Typically, a private company owns and operates the system, with its regulations concerning use and storage within the regional policy framework.



Figure 5.42 Bikeshare

5.10.3 Curbside Congestion Management

With the aforementioned increase in mobility and delivery systems, increasing competition for curb space along streets already exists. This conflict is expected to escalate as these services become more widespread and will have further planning implications in the future. The following considerations for curb space management should be studied periodically to adapt to these ever-evolving technologies.

Designated Pick-Up & Drop-Off Zones

Providing designated passenger and/or delivery pick-up and drop-off areas in high traffic locations such as major transit hubs and community facilities should be explored to provide accessible loading and unloading areas, avoid double parking, encourage curbside loading, and prevent impacts to passing vehicles, bicycles, and pedestrians.

Remote Parking Facility Locations

Identifying remote parking facility locations that can be designated or retrofitted for satellite parking could allow shared or automated vehicles to drop passengers at their destination and park in a remote area when not in use.



6. UTILITIES



Figure 6.1 Existing site aerial

The BYSP contemplates a thoughtful, robust utilities plan, which is further described below. Provided, however, that the ultimate scope and design of the utilities plan, as well as related infrastructure and improvement requirements, shall be finalized as part of the design/site plan review process in connection with each individual development proposal and shall be in accordance with the relevant provisions of the Barber Yard Development Agreement.



Figure 6.2 Existing site aerial

6.1 Introduction

Existing utility systems of adequate capacity will be utilized to serve the project. If the existing infrastructure is found to have insufficient capacity to serve the project in further studies, additional improvements will be constructed to supplement or provide additional capacity.

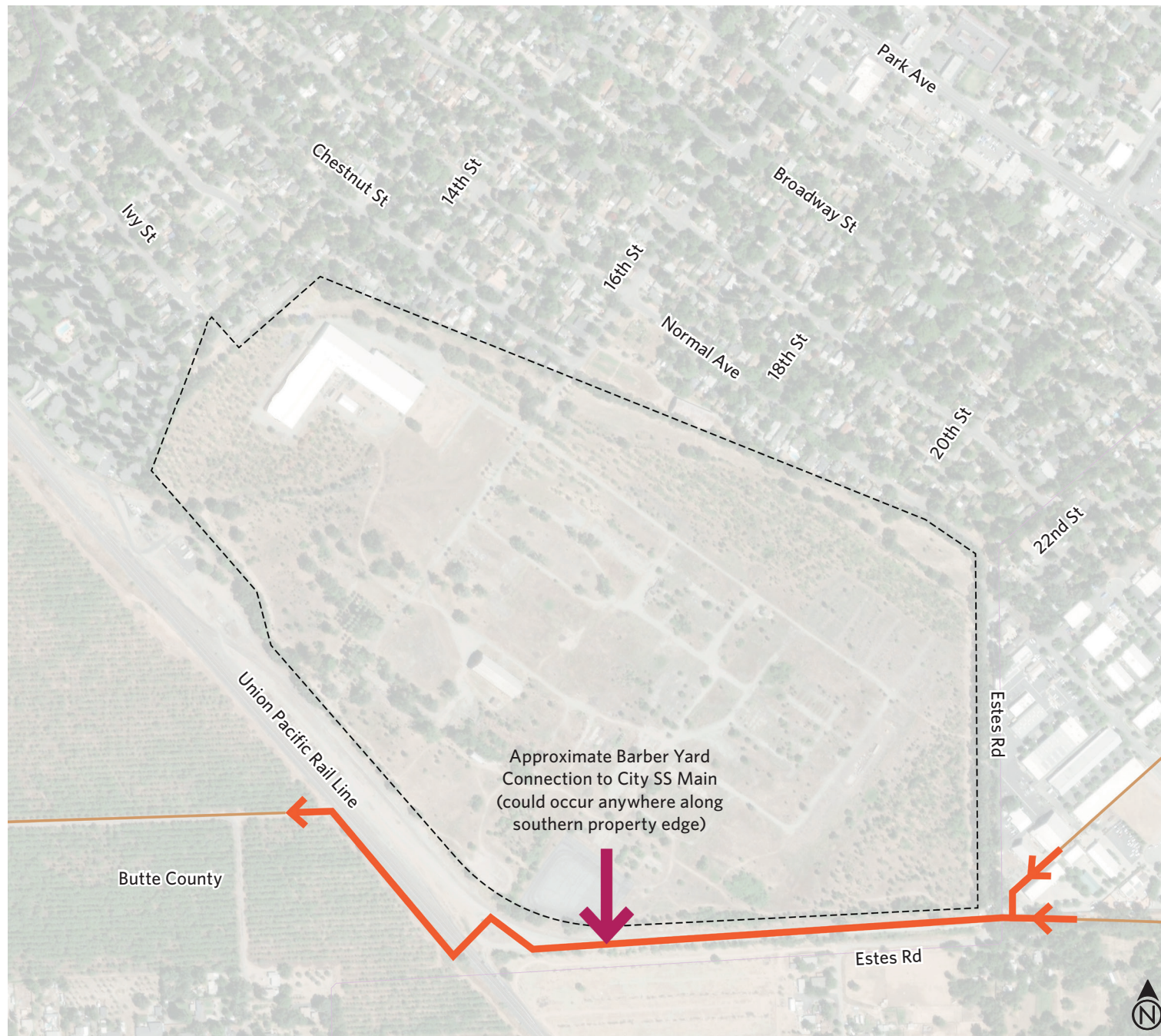


Figure 6.3 Sewer Connection

- BYSP BOUNDARY
- BARBER YARD CONNECTION TO CITY SS MAIN
- CITY SS MAIN
- CITY SS ROUTES

*OTHER CITY SS ROUTES ARE NOT SHOWN DUE TO SAFETY CONCERNS

6.2 Domestic Water

6.2.1 Overview

Service Provider

The California Water Service (Cal Water) provides the potable water service in the City of Chico.

Water Supply

Cal Water relies on a system of more than fifty deep groundwater wells as the source of domestic water in the city. The wells are dispersed throughout the city, providing system resilience, equalizing pressure, and minimizing transmission.

Existing Facilities

The City's water system is comprised of four separate Pressure Zones (based on elevation). The BYSP Area is located in Pressure Zone 350, which serves the majority of Chico except for the airport area and eastern foothills.

The existing Barber Neighborhood features a classic grid pattern of water mains generally following the streets and, in some locations, the alleys. Street water mains are generally 6 or 8 inches and are concentrated around the well stations and follow the even-numbered streets to the edge of the project. Water pressure in the neighborhood is fairly consistent with typical pressures exceeding 75 psi.

Master Plan Improvements

Cal Water does not publish master plan improvements for their water system. The Water Supply Assessment process is initiated with Cal Water to identify any needed system improvements to serve the project. In this process, Cal Water or their consultant uses the existing system model to analyze the project's effects upon the existing system.

6.2.2 Demand

Cal Water calculates the projected water demand during the Water Supply Assessment process.

6.2.3 Distribution

The proposed water improvements for Barber Yard consist of a conventional on-site water system with mains, services, and fire hydrants designed in accordance with the applicable City of Chico and Cal Water requirements.

6.2.4 Conservation

Chico is in a semi-arid climate with continuously expanding demands placed upon the existing water supply. This project utilizes water conservation measures in the Cal Green Code, including residential and non-residential low flow plumbing fixtures, smart irrigation systems, and drought-tolerant landscaping.



Figure 6.4 Water conservation efforts

6.3 Wastewater

6.3.1 Overview

Service Provider

The City of Chico provides wastewater collection and treatment in the City of Chico.

Existing Facilities

An existing 33-inch sanitary sewer main at the southern edge of the project was identified in the 2013 Sewer Master Plan as the service point. This large main crosses under the railroad and continues west to 5th Avenue and the city's sewer treatment plant. Other local sewer lines of 6 to 10 inches are present in the existing neighborhood and are tributary to a separate main in 11th Street.

Master Plan Improvements

The City of Chico completed a Wastewater Master Plan Update in June 2013. City master plans identify infrastructure requirements for both wastewater treatment and conveyance based on wastewater flows from existing and future service areas, including the BYSP Area.

The Master Plan does not identify any offsite projects to facilitate service to Barber Yard as existing treatment and conveyance systems have adequate capacity.

Barber Yard will participate in implementing the Wastewater Master Plan through the payment of fees.

6.3.2 Generation

The projected wastewater demand was calculated for Barber Yard using the wastewater generation factors contained in the Master Plan.

6.3.3 Conveyance

The proposed wastewater improvements for Barber Yard consist of a conventional on-site gravity sanitary sewer system with mains, manholes, and laterals designed in accordance with the applicable City of Chico Design Standards. The on-site sanitary sewer mains will collect wastewater from the development and direct it south to the 33-inch sewer main on the southern edge of the BYSP Area.

6.4 Storm Drainage

6.4.1 Overview

The City of Chico owns and maintains a city-wide storm drainage system, including multiple water quality and detention ponds designed to collect, convey, and treat stormwater before flowing into local creeks. Updates to the city's Storm Drainage Master Plan address changing weather patterns, the city's growth, and newer state-wide focus on water quality. Barber Yard will participate in implementing the city's Storm Drainage Master Plan by paying fees and/or constructing facilities with corresponding credits and reimbursement agreements.

The BYSP Area has been its sub-basin since the 1987 Drainage Master Plan and is tributary to Comanche Creek. The existing neighborhoods to the north and east are in a separate basin with an existing storm drainage system that drains to Little Chico Creek. The industrial areas to the east are also in a separate basin and drain in an existing storm drainage system to Comanche Creek. County lands to the south have no formal storm drainage and generally surface-flow directly to Comanche Creek.

6.4.2 Site Hydrology

The BYSP Area is generally flat with a very mild slope from northeast to southwest at approximately 0.25% and has a maximum elevation change of approximately 5 feet. Soils are classified as Chico Loam with a hydrologic soil group of C and are fairly good at storing and infiltrating water. Most of the rainwater that falls on Barber Yard is infiltrated on site, with only large storm events leaving the site via surface flow along the southern edge. The surface water is collected in an existing ditch that drains the length of the property to the west under the railway and into the western orchard lands.

At full buildout, Barber Yard will closely match this historical hydrology and take advantage of the infiltration capacity of the site soils. For up to two years, storm events would be infiltrated or treated per MS4 requirements, and larger storms would be detained to meet city requirements of no net increase in peak outflow from the site in 10 & 100-year storm events. Site infiltration will be encouraged through a variety of low-impact design measures with a focus on reducing impervious surfaces, such as using gravel alleys instead of concrete alleys, minimizing street widths, separating sidewalks, and planting trees.

6.4.3 Collection and Conveyance

Though previously developed, the BYSP Area is generally clear of existing storm drainage features except for minor culverts and low swales that convey surface runoff to the southwest corner to a small retention basin that will be removed. Off-site drainage features include the existing ditch along the southern edge that drains a large culvert (>72-inch diameter) under the railroad tracks.

The proposed storm drain system for the proposed project will consist of a conventional onsite storm drain system with mains, catch basins, and maintenance holes designed in accordance with applicable SDMP and City of Chico design standards. The storm drainage system will collect runoff and direct it to a combination water quality and detention basin near the southwest corner, within an approxi-

mately 13.5 acre off-site improvement area. Storm events exceeding the two-year storm will be slowly released to Comanche Creek through a new city outfall. The routing and configuration of the outfall will be coordinated with the updated City of Chico SD Master Plan recommendations. Two potential storm drain alignment options to Comanche Creek are being considered, as shown on Fig 6.5. Alignment Option 1 travels directly southeast from the stormwater basin to the creek. Alignment Option 2 traverses eastward from the stormwater basin to Estes Road where it then turns south to Comanche Creek. Only one of these options will ultimately be developed.

6.4.4 Detention and Retention

A combination water quality retention/detention basin is planned near the site's southwest corner and may be located off the site, within the off-site improvement area (Figure 6.5 Stormwater pond options). The basin/bio cell will be sized to retain and infiltrate or treat 2-year storms and detain with metered release the 10- and 100-year storms pursuant to applicable City of Chico requirements (roughly 2 acres in the bottom area with 3:1 side slopes and approximately 5 feet deep). After completion and acceptance, the City of Chico will operate the detention/retention basin, while funding will be provided by a Community Maintenance District specific to the Barber Yard neighborhood.

6.4.5 Quality

In 2015, the City of Chico developed the "Post-Construction Stormwater Standards Plan" (Manual). This Manual was developed to comply with post-construction requirements from the State Water Resources Control Board under the National Pollutant Discharge Elimination System Phase II Small Municipal Separate Storm Sewer System General Permit (MS4). The Storm Drainage Master Plan incorporates recent state-mandated trash-capture requirements.

The project anticipates meeting these requirements by combining on-lot MS4 control measures on larger commercial and apartment lots and regional MS4 control measures to treat the public right of way and small-lot residential development. This approach will help disperse the infiltration and treatment measures throughout the site and relieve each homeowner's administrative and maintenance burden of hundreds of separate systems. It is anticipated that the regional system will be in combination with the detention basin and be designed as bio-retention capable of filtering, storing, and infiltrating stormwater into existing soils.

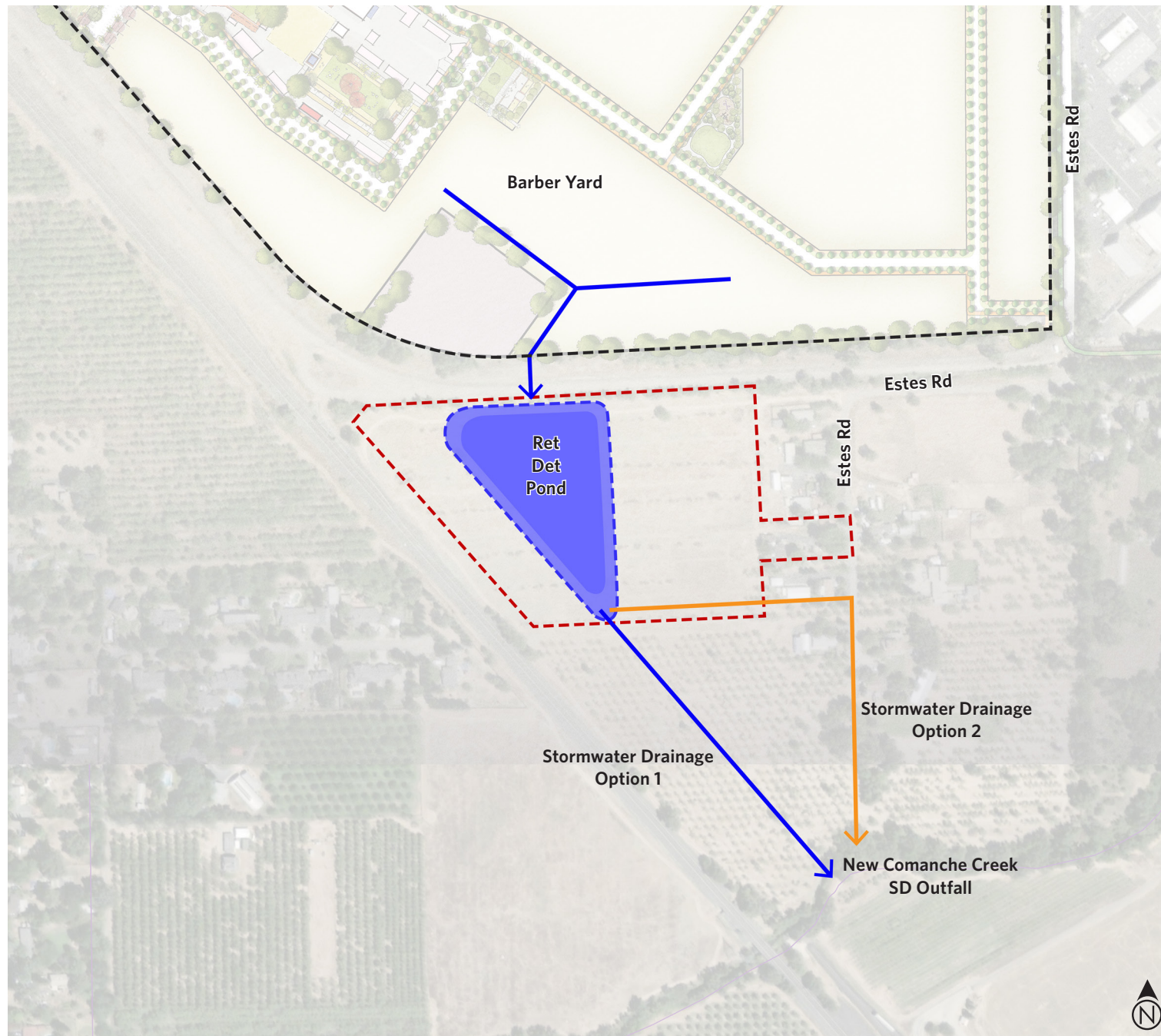


Figure 6.5 Stormwater pond options

6.5 Solid Waste Disposal & Recycling

6.5.1 Collection and Disposal

Two waste hauling companies, North Valley Waste Management and Recology, provide solid waste services for the City of Chico. The solid waste generated in the city is disposed of at the Neal Road Landfill, operated and owned by Butte County. The landfill is located approximately seven miles southeast of Chico. The Neal Road Landfill has a total permitted capacity of roughly 25 million cubic yards of solid waste and has a tentative closure date of 2035.

6.5.2 Recycling

North Valley Waste Management and Recology provides curbside recycling services for the city. Current recycling practices include curbside collection of metals, paper, glass, and plastic from single-family residences, multi-family residences, and businesses. Green yard waste is hauled to the city's compost facility near the Chico Municipal Airport or the Neal Road Landfill. The city provides the collection of leaves placed in the streets by city residents from mid-October to mid-January each year, with an estimated annual total of between 40,000 to 45,000 cubic yards of leaves.



Figure 6.6 Recycling efforts

6.6 Dry Utilities

6.6.1 Electricity

Pacific Gas and Electric (PG&E) provides electricity and natural gas to the residents and businesses within the city and county. Based on ample existing facilities in and around the site, PG&E has provided the project with a “will serve” letter for both gas and electric services.

Barber Yard will utilize energy-saving technologies that will be incorporated in to the project through implementing sustainable building practices, including materials and mechanical systems that reduce energy consumption. Solar Photovoltaic Energy Systems will be included in all homes pursuant to applicable Title 24 requirements. Garages and parking lots will be Electric Vehicles ready pursuant to applicable Title 24 requirements, allowing for an easy transition from fossil fuels to electrification.

6.6.2 Natural Gas

The proposed project will comply with applicable state law and requirements for natural gas.



Figure 6.7 Electric vehicle station



7. IMPLEMENTATION

7.1 Introduction

Consistent with the requirements from California Government Code Section 65451, the Administration and Implementation chapter addresses core elements needed to implement the BYSP.

The BYSP Public Facilities Funding Source (Section 7.2 and Table 7.1) identifies a range of traditional infrastructure financing mechanisms, including maintenance responsibilities of the Barber Yard Property Owners Association (BYPOA). This chapter also provides a general overview of the proposed infrastructure and phasing. The phasing plan (Figure 7.1) is not intended to predict the precise size or sequence of incremental development over time, but rather convey a general understanding of where development may logically begin and finish.

This chapter also describes flexibility as needed to respond to evolving market trends, opportunities, and constraints.

The process for amending the BYSP is also outlined, as is the process for minor modifications.

Developments within the BYSP involving approval of discretionary entitlements will be required to comply with the California Environmental Quality Act (CEQA) and provide the necessary findings for project approval, unless otherwise exempt under the

applicable laws and regulations. To facilitate the vision of the BYSP, and as contemplated under CEQA, the City intends for the BYSP EIR to be utilized to the fullest extent permitted under applicable laws and regulations for purposes of streamlining the environmental review of subsequent entitlements for individual development proposals pursued under the BYSP.

The provisions (including, without limitation, land uses, development standards, design guidelines and other regulations) of the BYSP shall take precedence over the CMC, except where the BYSP is silent or expressly references the CMC. In the event of a conflict between provisions of the BYSP and the CMC, the BYSP shall govern. The provisions of the Barber Yard Development Agreement shall control and prevail, and in the event of a conflict between the Barber Yard Development Agreement and the BYSP, the Barber Yard Development Agreement shall govern.

7.2 Public Facilities Funding Sources

Obligations related to timing, funding, construction, fee credit and reimbursement, among others, of public and private improvements and infrastructure planned for in the BYSP shall be governed by the Barber Yard Development Agreement. Below is a brief summary of potential Public Facilities Funding Sources.

The construction of public improvements in the BYSP Area will, over time, be funded through a mix of traditional financing mechanisms. Various options include but are not limited to a combination of developer financing, city impact fees, school impact fees, land dedication(s), homeowner's association fees, Community Facilities Districts (CFD), State-wide Community Infrastructure Program(s), and other methods summarized in Table 8.1.

7.2.1 Development Impact Fees and Exactions

The City of Chico Development Impact Fee (DIF) program is used to help fund area-wide capital improvements and/or public facilities through the imposition of fees for streets, parks, storm drainage, sewer trunkline, sewer plant capacity, bikeways, police, fire, etc., and must be adopted pursuant to applicable laws. Projects which contribute land and/or improvements do so in lieu of paying fees. Depending on the fee type, monies are collected prior

to issuance of building permits, improvement plans, a final map, Certificate of Completion, or otherwise as may be specified by the Barber Yard Development Agreement.

Similarly, the Chico Unified School District (CUSD) utilizes development impact fees to construct school facilities, including land acquisition. Projects which contribute land and/or improvements do so in lieu of paying fees. The developer must document that these school impact fees have been paid before issuing a building permit. Obligations to pay school impact fees are governed by state law and the Barber Yard Development Agreement.

7.2.2 State Land Secured Financing Programs (SCIP and BOLD)

The Statewide Community Infrastructure Program (SCIP) and The Bond Opportunities for Land Development (BOLD) are widely-used financing tools enabling builders and developers to finance various impact fees and public improvements. Under the SCIP program, impact fees and/or infrastructure may be able to be financed through an acquisition agreement that qualifies under the 1913/1915 Act (excluding school fees) via tax-exempt bond proceeds. Under BOLD, land developers may be able to finance public infrastructure projects and development fees through bonds issued by a Community

Facilities District (CFD) formed by the California Municipal Finance Authority (CMFA) under the Mello-Roos Community Facilities Act of 1982. These and other similar land-secured financing programs may be able to be used to pay for, or be reimbursed for, any eligible impact fee. Moreover, the program may alleviate the need for a fee deferral program by providing the local agency with the necessary funds and eliminating the risk of nonpayment by an applicant.

7.2.3 Community Facilities Districts

The Mello-Roos Community Facilities Act provides for the formation of a CFD to finance facilities and services. Within the BYSP Area, district proceeds may be used to fund a wide range of improvements, facilities, and services. CFDs may also be used for the maintenance of parks, open space, and other amenities.

7.2.4 Special Assessment Districts

Special Assessment Districts such as the Landscape and Lighting Act of 1972, the Municipal Improvement Act of 1913, and the Improvement Bond Act of 1915 provide methods of leveraged financing typically through annual assessments to property owners within the district that benefit from the service and/or facilities. One or more special assessment

districts must be formed pursuant to their respective enabling acts, and may be created for the BYSP Area to fund roadways and infrastructure, landscaping corridors, parks, recreational amenities, open space areas, parks, trails, and other facilities.

7.2.5 Developer Financing

Subject to a variety of considerations, legal nexus requirements, and otherwise, direct developer/merchant builder financing may contribute to their pro rata fair share costs of backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements.

7.2.6 Property Owners Association

A Property Owners Association (POA) is a legal entity that administers the development and management of a mixed-use community (or a subset of the community) such as the BYSP. POAs are initially incorporated by the master developer prior to the sale of any homes/commercial development and ultimately transferred to the control of property owners within a development for self-administration. Through the levy of property assessments, POAs generate revenue to provide services, operate common facilities, regulate activities, fund ongoing maintenance, and impose fines pursuant to the terms established for the development. The Barber Yard Property Owners Association (BYPOA) will be responsible for the operation and maintenance of common areas, trails, pathways, and various infrastructure elements such as private roadways, stormwater facilities, utilities, landscaping, street lighting, signage, and other such facilities and amenities.

Improvements/Facilities	Financing Options*
Street Improvements Water Infrastructure Sewer Infrastructure Stormwater Infrastructure	SCIP/BOLD/CFD/Fee/Developer Financing
Bike & Pedestrian Trails	CFD/POA Fee/Developer Financing
Neighborhood Parks, Special Use Parks, Regional Park, Mini Parks, Tot-Lots, Paseos, and other Open Space Amenities	CFD/POA Fee/Developer Financing
Community Park	CARD/Park Fees/Land Dedication
School	CUSD/School Fees/Land Dedication
Open Space Amenities	HOA/CFD/Developer Financing
Private Facilities Maintenance Services	CFD/POA Fee
BOLD: Bond Opportunities for Land Development CARD: Chico Area Recreation District CFD: Community Facilities District	CUSD: Chico Unified School District SCIP: Statewide Community Infrastructure Program

* Other financing mechanisms may be used, including creation of private districts or associations to fund maintenance of certain facilities within the BYSP plan area. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the development agreement(s).

Table 7.1 Potential public improvements financing and maintenance mechanisms

7.3 Infrastructure Phasing

The BYSP Area is designed to accommodate incremental development extending southeastward from Ivy and 16th Streets over more than a decade. Figure 7.1 shows the anticipated general order of development of the BYSP, although these phases are conceptual in nature and may occur sequentially or concurrently, in the developer's discretion. Due to market fluctuations over time as well as other factors, it is impossible to predict with precision the exact timing for buildout. If infrastructure facilities are required to be developed too far in advance of their need or in a sequence that does not take into appropriate account market and industry realities, then the project could become financially infeasible. On the other hand, it is impractical to plan, design, and construct infrastructure in very small increments. The BYSP therefore attempts to build in flexibility for the financing and development of infrastructure so that feasible options may be selected as the pace of development becomes more apparent, with due consideration regarding the importance of complete infrastructure loops and multiple access points in each phase.

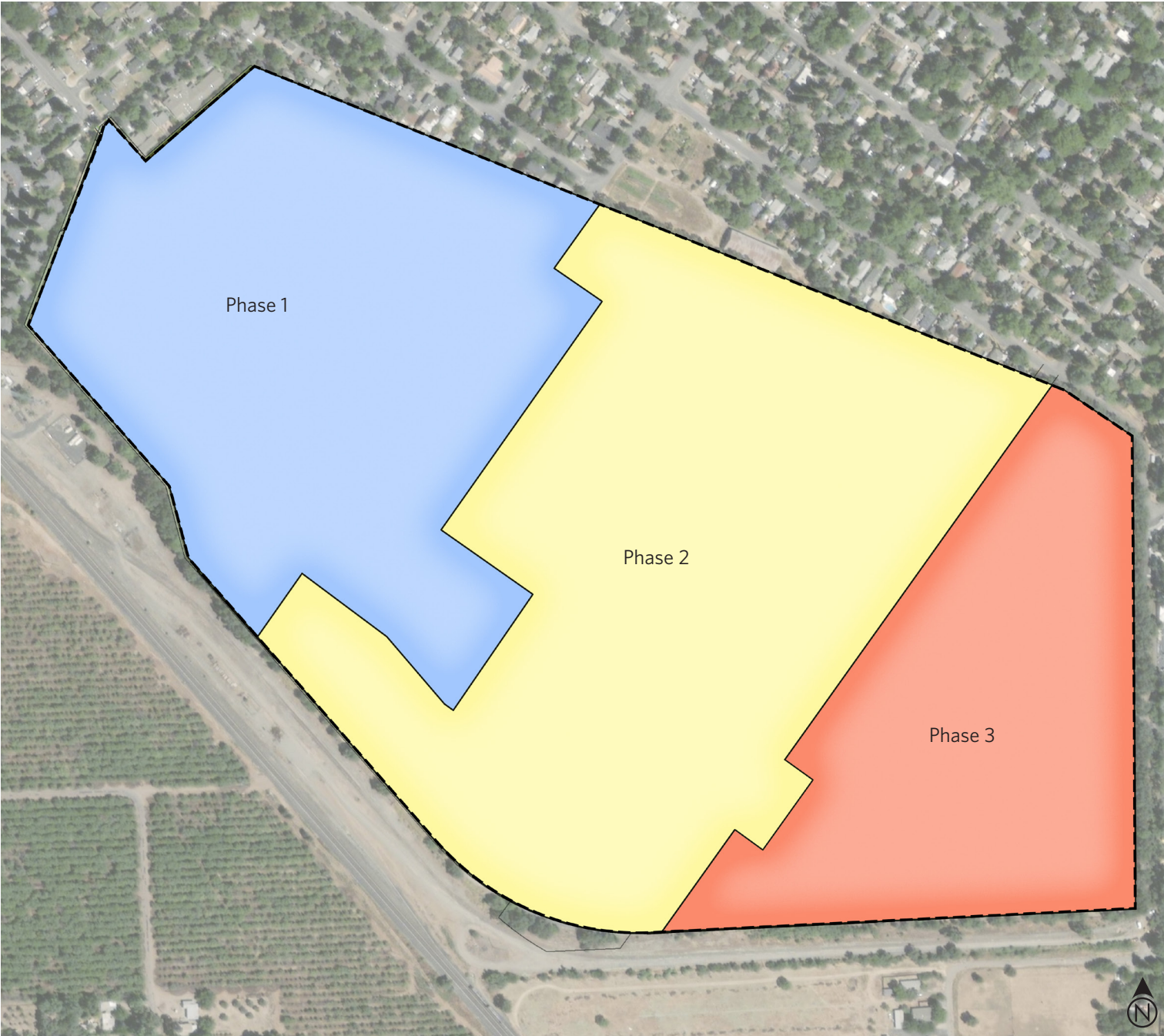


Figure 7.1 Anticipated Phasing plan

-  SITE BOUNDARY
-  PHASE 1
-  PHASE 2
-  PHASE 3

7.4 Maintenance and Operations

The maintenance of the roads, parks, and other public amenities detailed in the BYSP may be funded through a variety of options including the following, as detailed more fully in the Barber Yard Development Agreement:

- Standard City maintenance responsibility
- Community Facilities District (CFD)
- Payment of user fees by residents of Barber Yard for water and wastewater conveyance
- Other utilities (such as electricity, water, and telephone) and services (such as solid waste collection) through fees and charges of the appropriate service providers.

Some City maintenance and operations functions may be performed by City staff or through City contracts and reimbursed from these special assessments and /or fees. Utilities will be maintained by the appropriate service providers.

The generous, tree-lined streetscape, extensive park system, and visual icons are integral components of the Barber Yard community character. To ensure the desired quality of the maintenance and management of the landscape and park system, it is anticipated that a Property Owners Association may be formed and utilized.

7.5 Implementation

The following sections outline the process for implementing the BYSP.

7.5.1 Development Agreement

A development agreement allows a city or county to advance local planning policies and projects through a binding contract entered into by the city or county and individuals or entities that have a legal or equitable interest in the subject property. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risks of development, the Legislature of the State of California adopted Government Code Sections 65864 et seq. (“Development Agreement Statute”), which authorizes the City of Chico to agree with any person having a legal or equitable interest in real property and the development of such property.

Development agreements are contracts between local jurisdictions and landowners describing various obligations of the parties and specifying applicable thresholds, standards, and conditions that will govern the development of the property. Development agreements provide the City with the assurance of implementation of the general plan and specific plan as the development of the property proceeds. They are also intended to provide vested rights to the developers and to assist developer(s) in undertaking

the development in such a manner as to achieve the public purposes and public and private benefits of investment and development for participants, future residents, and the city.

Pursuant to Government Code Section 65865, the city has adopted procedures and requirements for consideration of development agreements contained in Chico Municipal Code Chapter 19.32. The Barber Yard Development Agreement has been processed, considered, and approved in accordance with such procedures and requirements. As noted above, in the event of a conflict between the BYSP and the Barber Yard Development Agreement, the latter shall control and govern.

7.5.2 Other Entitlements

7.5.3 Statement of Severability

If any provision of this specific plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, then the invalidity shall not affect other specific plan provisions, clauses, or applications that can be implemented without the invalid provision, clause, or application. To this end, the provisions and clauses of the specific plan are declared to be severable.

7.6 Minor Modifications and Major Amendments

Due to the size, scale, and long-range buildout of the BYSP Area, it is expected that changes to the BYSP may be needed from time to time. Minor modifications (as described below) represent refinements that aid, correct, slightly adjust, or otherwise assist with the implementation of the BYSP, and are processed administratively by the City. Minor modifications are distinct from “major amendments,” which in contrast represent significant changes to BYSP as originally approved, and are processed and administered in the same fashion to the BYSP’s original adoption, requiring review and formal recommendation by the Planning Commission and action by the City Council in accordance with applicable law. The determination of whether a proposed change is a minor modification or a major amendment shall be made by the Community Development Director or their designee, by, among other things, reviewing the examples illustrated in Sections 7.6.1 and 7.6.2. Said determination shall be appealable by the applicant to the City Council.

7.6.1 Minor Modifications

Requests for minor modifications shall be considered through an administrative review process and shall be approved so long as the requested minor modification is consistent with the overall purpose and intent of the BYSP and in substantial conformance with:

- The Vision, Principles, and Goals of the BYSP;
- The BYSP Environmental Impact Report (EIR);
- The Barber Yard Development Agreement; and
- The City of Chico General Plan.

Examples of BYSP minor modifications include, but are not limited to:

- Modification to an allowable land use that does not materially increase external traffic and other impacts considered by the BYSP EIR;
- Minor adjustments to land use boundaries providing such modification does not result in a reduction of open space and does not increase the total maximum allowable dwelling units in the BYSP Area;
- Changes to landscape guidelines, materials, wall materials, entry design, and streetscape design which are generally comparable with the design criteria set forth in the BYSP;
- Modification of any design standard or element that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs; and
- Modification in the reduction of public maintenance responsibilities, for example, privatization of roadways.

The examples of minor modifications described above are neither prescriptive nor comprehensive.

Any minor modification that is deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the BYSP shall be permitted. The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments within the BYSP. This application of substantial conformance with the adopted BYSP shall undergo any necessary technical review by city agencies as the Community Development Director or their designee deems necessary to document substantial conformance, maintain conditions of project approval, and/or other administrative mechanism(s).

7.6.2 Major Amendments

Any requested major amendment(s) to the BYSP requires an application for and processing of a specific plan Amendment, subject to CEQA and conditioned upon approval by the Chico City Council.

Examples of BYSP major amendments include:

- Expanding the boundary of the BYSP Area; and
- An increase in the overall development density and or maximum dwelling unit thresholds considered by the BYSP EIR.



8. GLOSSARY

Amenity or Amenities: A feature that increases attractiveness or value, especially of a piece of property; something that increases physical or material comfort; social courtesies; civilities.

Architectural Accent: A permanent decorative panel.

Barber Yard Specific Plan Area: The area covered by the BYSP.

Barber Yard Specific Plan: This specific plan.

Bulbouts: A curb extension at an intersection used to shorten the pedestrian crossing distance; may also be used to shield on-street parking and create planter areas.

BYSP: See “Barber Yard Specific Plan.”

California Environmental Quality Act (CEQA): Environmental review requirements for discretionary projects pursuant to, collectively, Public Resources Code Section 21000 *et seq.* and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 *et seq.*

Caltrans: California Department of Transportation.

Capital Improvement Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to and consistency with the General Plan.

Circulation: Free movement or passage; in this document, refers to vehicular and pedestrian movement within the neighborhood and between the neighborhood and its environs.

City: The City of Chico, California.

City-BBID Contract: A contract under negotiation between the City and BBID that would cause water allocations to individual projects to be transferred to the City for incorporation into the City’s water supply system.

Class 1 Bikeway (Bike Path): Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians.

Class 2 Bikeway (Bike Lane): Provides a striped lane for one-way bike travel on a street or a highway.

Class 3 Bikeway (Bicycle Route): Provides connections to either Class 1 or Class 2 facilities. Class 3 facilities have no special lane markings; bicycle traffic shares the roadway with motor vehicles.

CMC: City of Chico Municipal Code.

Collector Streets: An intermediate-sized street generally smaller than arterial roads and larger than a neighborhood street.

Colonial Revival: The reuse of Georgian and Colonial design in the U.S. in the late nineteenth and early twentieth centuries.

Community Services: Utilities (e.g., water, wastewater, storm drainage, gas, electricity, and sewer) and public services (e.g., police, fire, schools, parks, recreation, and libraries) provided to an urbanized or urbanizing area.

Community Services District: A type of single-purpose or multi-function Special District (a distinct entity that delivers public services to a particular area) providing one or more Community Services, which is formed pursuant to the applicable enabling statute (Gov. Code §61000 *et seq.*).

CPUC: California Public Utility Commission.

Craftsman Style: Originating in the late nineteenth century, this architectural style in the U.S. was influenced by the Arts & Crafts movement in England, which emphasized the use of hand-crafted elements and natural materials instead of mass-produced components that were part of the industrialization and standardization of building components. Two California architects, Harry and Charles Greene, were among the first to design extensively in this style, producing designs for small, affordable, and very popular houses they called “bungalows.” Typical style characteristics include relatively shallow pitch roofs with broad overhangs; open soffits with exposed rafters, brackets and braces of heavy timber; asymmetrical massing and window and door arrangements; inlet porches with tapered wood columns or piers with columns above; use of several materials on the exterior (e.g., a mix of stone, wood, shingle, and brick).

CUP: A Conditional Use Permit issued in accordance with the process set forth in the Chapter 19.24 of the CMC.

Curb Cuts: Interruptions in a concrete border or row of joined stones forming part of a gutter along the edge of a street, frequently to accommodate a driveway.

Diversity by Design: Housing choices in urban areas that are attractive, accessible to parks, transit, work, shopping, and other amenities, and appealing to a broad spectrum of the population.

Elevation: Referring to the front, side, or rear of a structure taken as a complete composition with all of its building elements.

Employment Center: Geographic area exemplified by a high concentration of employment opportunities.

Encroachment: A gradual intrusion on the rights or possessions of another (e.g., a road that encroaches on a city park).

Environmental Impact Report (EIR): A report statement setting forth the environmental effects and considerations pertaining to a project pursuant to CEQA. An EIR document is prepared to inform the public and decision-makers about the potential environmental impacts caused by the implementation of a project.

Facade: The face of a building.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Full Spectrum of Housing: Housing availability within a community that presents desirable housing opportunities for individuals and families across a wide range of income levels.

General Plan (GP): The City of Chico General Plan.

Hardscape: Impervious and permeable paving materials.

Highway: Major road developed and maintained by the State of California. Highways enable through-traffic throughout the state and provide linkages to the overall highway system of the state. Highways typically provide only limited direct access from adjoining properties.

Household: All those persons — related or unrelated — who occupy a single dwelling unit.

Impact Fee: A fee, also called a development fee, which is lawfully adopted and subsequently levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Government Code Section 66000 *et seq.*, specifies the legal requirements governing the adoption and imposition of Impact Fees.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Improvement: Any street work, project feature, and/or utilities to be installed or agreed to be installed by the developer or subdivider on the land to be used for public or private streets, highways, and easements, as are necessary for the general use of

the lot owners in the subdivision and local neighborhood traffic and drainage needs as a condition precedent to the approval and acceptance of the final map. Improvement also refers to any other improvements, including but not limited to buildings, structures, and other construction projects.

Infrastructure: The various systems and facilities needed to support the operation of a community (e.g., sewer and water systems, electric systems, communication lines, roads).

Knock Down: Designed to be assembled and disassembled easily and quickly; a device or mechanism designed to be assembled and disassembled quickly and easily.

Lane: A paved right-of-way between or behind buildings.

Live/Work: An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity and which includes:

1. Complete kitchen space and sanitary facilities in compliance with Title 16 (Buildings and Construction) of the CMC; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

Market-rate: An unregulated price driven by free-market demand.

Massing: The shape of the volume of the building.

Mitigation: Measures taken that make something less severe or intense.

Mural: A painting executed directly on a wall or on a permanently-affixed wall panel.

Open Space: Land that is maintained in a primarily natural state or primarily without urban structures other than facilities in support of outdoor recreation, habitat mitigation, scenic or other non-urbanized uses.

Open Space, Usable: Open space that is planned and maintained for active or passive recreation.

Parcel: See “Lot or Parcel.”

Park strip: See “Verge.”

Parking Area or Lot: An open portion of land with an impervious surface designed and used for parking of vehicles, includes parking spaces, aisles, and maneuvering areas.

Pedestrian-scale: In scale with a person walking.

Policy: A specific statement guiding action and implying a clear commitment.

Preservation: Use of long-term or permanent legal mechanisms to ensure the preservation and/or protection of natural or man-made resources.

Public Utility: A company regulated by the CPUC or other regulatory body, including the City.

Recreational Vehicle (RV): A motor home, travel trailer, truck camper, or camping trailer, with

or without motor power, designed for human habitation for recreational, emergency, or other occupancy, which meets all of the following criteria:

1. It contains less than 320 square feet of internal living room area, excluding built-in equipment, including wardrobe, closets, cabinets, kitchen units or fixtures, and bath or toilet rooms.
2. It contains 400 square feet or less of gross area measured at maximum horizontal projections.
3. It is built on a single chassis.
4. It is either self-propelled, truck-mounted, or permanently towable on the highways without a permit.

Road, Public: See “Street, Public.”

Right-of-Way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as public and private roads, railroads, and utility lines.

Secondary residential unit: A separate residential unit created on a lot that already contains one legally created residential unit. See also Accessory Dwelling Unit.

Setback: A defined recession from a given property line or zone within a property that establishes the allowable placement of a structure, except fences 6 feet in height or less, on a specific piece of property.

Specific Plan: In California, a tool authorized by Government Code §65450 *et seq.* for the systematic implementation of the General Plan for a defined portion of a community’s planning area.

Street, Public: A public or private thoroughfare or right-of-way that provides the principal means of access to abutting property, except an alley which is separately defined.

Streetscape: The appearance or view of a street; an environment of streets.

Structure: Anything constructed or erected, the use of which requires attachment to the ground or attachment to something located on the ground. For the purposes of this definition, the term “structure” includes “buildings.”

Transit Center: Location or place designed for the interface of different modes of transportation.

Transit Stations and Terminals: Passenger stations for vehicular and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, and railways.

Use Easement: See “Easement.”

Verge: The edge projecting over the gable of a roof. Also, the area of planting, lawn, or pavement between the sidewalk and the curb on a street.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



9. APPENDIX: DESIGN GUIDELINES

9.1 Design Guidelines

The Design Guidelines are not currently anticipated for the BYSP; however, they may be included before the final submission.

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