

5 CIRCULATION AND STREET DESIGN

This chapter describes circulation and streetscape improvements proposed for the Northwest Chico Specific Plan Area. It includes detailed design specifications for existing and new roadways in the Plan Area.

A. *Street Network*

This section contains standards for streetscape improvements, such as street design and reconfiguration, bicycle lanes, sidewalks, street furniture and trees. These improvements are intended to enhance the pedestrian and bicycle environment while allowing the smooth and safe flow of increased traffic volumes. Roadways in the Plan Area will be important components of the new residential neighborhoods, offering a well-connected network of attractive streets and bicycle routes that include parks strips, sidewalks, pedestrian lighting and other amenities. The new street network for the Plan Area is shown in Figure 5-1. The design specifications for each major new and existing roadway are described below.

1. **The Esplanade**

The Esplanade currently bisects the Plan Area. As shown in Figure 5-2 and 5-3, the Esplanade will be widened from two lanes to four lanes and reconfigured to clarify pedestrian and vehicular patterns. The new Esplanade design will be a boulevard design with approximately a 96-foot right-of-way (ROW), accommodating four lanes of traffic within a 74-foot curb to curb width.

The Esplanade will serve as the primary connection between Eaton Road and Nord Highway. It will serve as the primary corridor in the Plan Area with retail uses, a mix of housing densities and the 35-acre DeGarmo Community Park running along it. The improvements will foster a safer and better defined pedestrian environment along the Esplanade as well as bring some of the historic character found along the Esplanade in downtown Chico to the Plan Area.

The Esplanade will be a pedestrian-friendly corridor, including such pedestrian amenities as a 14-foot wide median and seven-foot park strip with street trees at regular intervals. Five-foot sidewalks will include streetscape improvements such as street lights, benches and other furnishings.

Where commercial uses front the Esplanade, there will be a 10 to 12 foot sidewalk, with the building meeting the sidewalk and the additional width as an easement on private property.

The Esplanade is served by an existing bus service and new bus stops will be added at the Esplanade's intersections with Eaton Road and Nord Highway. The bus stops will have passenger amenities such as shelters, lighting, benches, and shade trees. There will be no parking lanes on the Esplanade in order to accommodate safer bike travel through the Plan Area.

Two traffic signals are recommended on the Esplanade at Nord Highway and Center Street. In addition, with the widening of the Esplanade, an exclusive left-turn lane and a shared thru-right lane will be created in each direction on the Esplanade at the Nord Highway and Eaton Road intersections. The same improvements will be made on Eaton Road as it intersects with the Esplanade.

Finally, residential development on the Esplanade will be regulated to a varying setback of 10 to 28 feet. This setback will be established by an undulating planted berm.

2. Center Street

As Figure 5-4 indicates, Center Street will be a new two-lane collector street running east to west through the western part of the Plan Area. It will connect DeGarmo Community Park to the neighborhood park and connect the Esplanade to the new Powerline Drive. The streetscape design for Center Street, as illustrated in Figure 5-4 and in plan view in Figure 5-5, will serve as a distinct public amenity in the core of the neighborhood west of the Esplanade. Center Street will be designed as a boulevard with a wide median, and

sidewalks, park strips and parking lanes on each side of the travel lanes. The total right-of-way (ROW) will be 86 feet.

3. Powerline Drive

A PG&E power line runs from north to south through the west side of the Plan Area, from Nord Highway to Eaton Road, along the new neighborhood park. Because it is prohibitively expensive to completely move or underground existing power lines, the new Powerline Drive will be adjacent to the PG&E easement, as shown in Figures 5-6 and 5-7. Street trees will help mask the power lines. Powerline Drive will have a 56-foot ROW, consisting of two 10-foot travel lanes, with parking, park strips and sidewalks on either side of the roadway. The east side of the street will include a 12-foot multi-use, walking and bicycle path that includes a portion of the PG&E easement. The path will also include two feet of graded area on each side of the path and three feet between the edge of the path and trees and the power lines. The path will connect to dedicated bike lanes on Eaton Road.

The widths of the drive lanes will be relatively narrow to reduce traffic speeds traveling through the residential area from Nord Highway south to Eaton Road. Residential housing will front onto the road with varying setbacks. Property owners should plant the same type of street tree along the easement on the west side of the ROW to further mask the power lines. Figure 5-8 shows Powerline Drive in plan view.

4. Nord Highway

As illustrated in Figure 5-9, Nord Highway improvements will include the installation of bike lanes, sidewalks, street lighting and street trees as well as curbs and gutters. The goal of these improvements is to help calm traffic, particularly as Nord Highway enters the Plan Area. To further slow traffic entering the Plan Area, speed limit signs gradually reducing the speed limit to 25 or 35 miles-per-hour will be posted. A gateway feature will be added to reinforce the transition from a rural highway to an urbanized collector street. The introduction of new housing development fronting onto Nord Highway will also help to slow traffic.

5. Eaton Road

The City of Chico already has plans to extend Eaton Road through the Plan Area towards Catherine Court and SUDAD, and eventually to Highway 32 outside the Plan Area. As Figure 5-10 indicates, the design for this new segment within the Plan Area will be the same as the current extension under construction. Eaton Road will include a 120-foot ROW with four lanes of travel and parking on both sides. A row of street trees will flank each side of the roadway. As Figure 5-1 illustrates, a traffic signal should be strongly considered along the new extension where collector streets from the new residential development intersect Eaton Road. Development along Eaton Road currently faces away from the major arterial and contains a sound wall between the rear of the residential lots and the roadway. The new residential neighborhoods adjacent to Eaton Road will continue to develop in this manner and will include a sound wall or fencing to create a barrier between the busy thoroughfare and residential backyards.

6. Sycamore Drive

Sycamore Drive in the eastern part of the Plan Area will be reconfigured into an arterial street that will veer west and then north from Hicks Lane. Sycamore Drive could eventually connect to a future, potential new bridge crossing Sycamore Creek. The existing segment of Sycamore Drive that currently ends near Highway 99 will become Sycamore Court.

A future bridge over Sycamore Creek, which is not included in this Plan and would be designed at a later date, would allow this part of the Plan Area to connect with future development just north of the Plan Area across the creek.

7. Residential Streets

Most of the streets throughout the residential developments will have a right-of-way of 56 feet, and include two travel lanes. Sidewalks and park strips with streetlights and trees will emphasize the pedestrian-oriented nature of the development area. Narrow drive lanes of approximately 10 feet and parking on both sides of the street will help reduce travel speeds. Figure 5-11 pre-

sents the design for a typical residential street in the Plan Area. Two of the Phase I Development sites, Epick Homes and Webb Homes (shown on Figure 9-1), will utilize a slightly wider right-of-way of 58 feet, providing for 7-foot parking lanes as opposed to 6-foot parking lanes. Figure 5-12 presents the design for these residential street sections. Further, within these development sites, all intersections will be treated with traffic calming bulbed pedestrian ramps to reduce travel speed and enhance pedestrian safety.

Select streets through the residential developments will have a right-of-way of 66 feet and incorporate a Class 2 bikeway. A Class 2 bikeway is a five-foot wide on-street right-of-way designated for the use of bicycles. A painted line on the roadway pavement on each side of the street will designate the Class 2 paths. Parking will be allowed on both sides of the street, and the park strips and sidewalk will be consistent with the design of the other residential streets in the area. Figure 5-13 shows the design for residential streets with bicycle lanes.

In certain areas where development of residential parcels is constricted by property boundaries and lot size, such as the Pacific Holding Group property in the west part of the Plan Area (shown in Figure 9-1), the streets associated with these areas will be relatively narrow. These streets will typically have a 50-foot right-of-way. The residential development in these areas will be more dense and able to accommodate this narrow right-of-way by allowing parking on only one side of the street. Figure 5-14 illustrates the design of these roadways.

B. Pedestrian and Bicycle Network Improvements

A network of pedestrian and bicycle paths will serve the new residential and commercial development in the Plan Area. Generally, all future development will provide sidewalks to help create a pedestrian-orientation in the residential neighborhoods. New development will be well-connected by a street network with a high number of access points that facilitate pedestrian and bicy-

cle travel through neighborhoods and to public amenities such as parks and commercial areas. Adequate bicycle parking facilities will be provided in new development. Figure 5-15 provides an overview of the bicycle and pedestrian network in the Plan Area, which is described below.

1. Pedestrian Improvements

The pedestrian network will include sidewalks throughout the area, dedicated pedestrian paths on certain roadways as previously described, and a regional pedestrian trail along the creek levees. This network will allow pedestrians easy access to open space, neighborhood commercial centers, parks, schools and transit stops.

Pedestrian pathways will be appropriately separated from automobile circulation routes. When the two systems meet at intersections there will be a change in grade and materials to emphasize the conflict point and improve visibility and safety. The pedestrian network will include amenities such as trees, street lighting and landscaping.

2. Creekside Trail System

As discussed in Chapter Four and shown in Figure 4-4, a pedestrian and bicycle trail will run along the Mud and Sycamore Creek levees. The trail system will provide public access to the creek as well as a safe and attractive location for walking and biking. Additionally, the creekside trail could continue to link pedestrians and bicyclists to areas outside of the Plan Area and start a regional trail system.

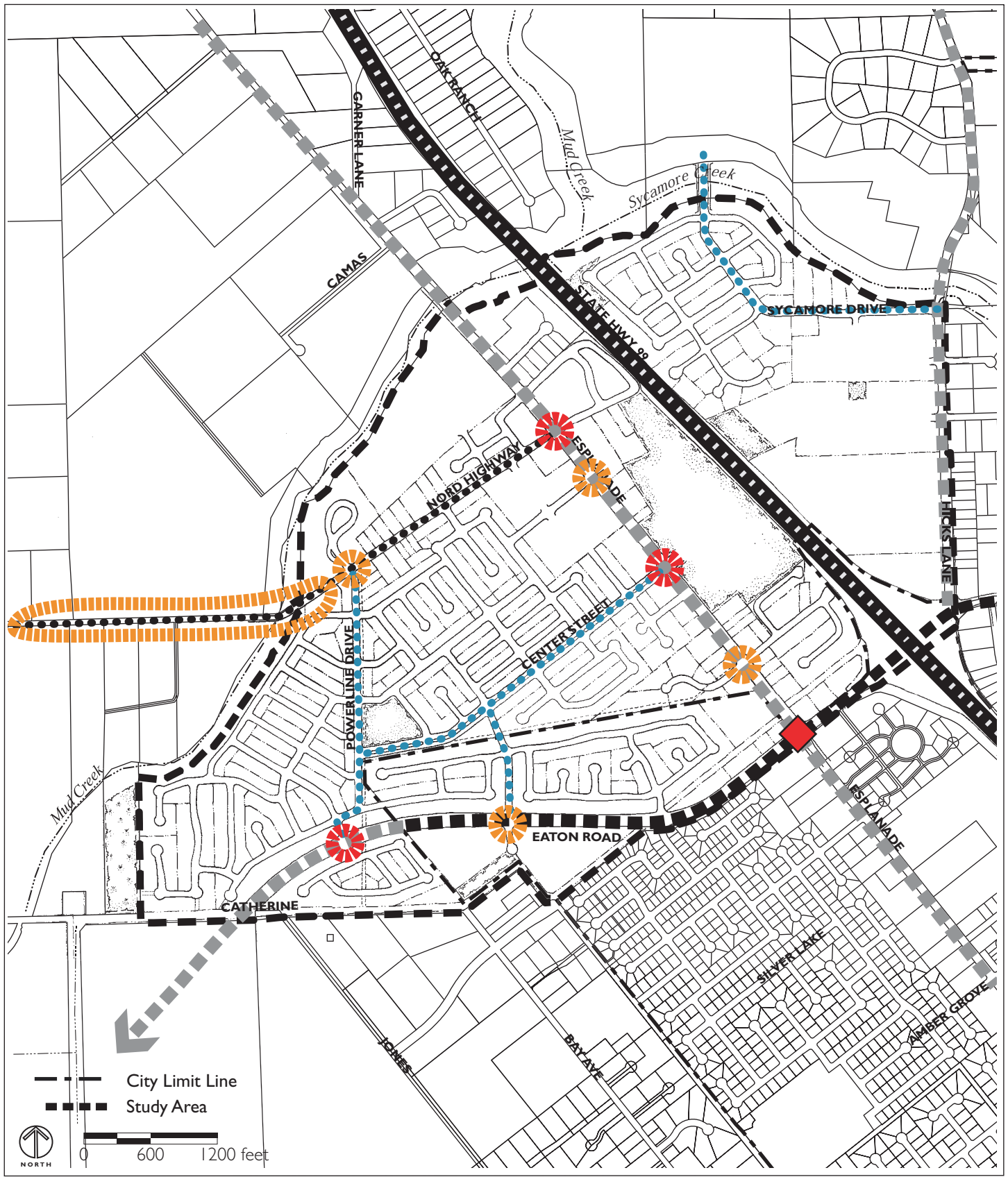
3. Bikeways






Major arterials and collector streets will have designated Class 2 bikeways on them as previously discussed. The designated bike lanes will use the most directly accessible streets in the neighborhood. A multi-use trail by the creeks and on Powerline Drive will also allow bicycle use. The bicycle network will also extend south in two points as shown in Figure 5-15, including through the Brentwood subdivision, to connect to future bikeways south of the Plan

Area. Bicycle parking will be located close to all residential buildings and commercial amenities.

C. Transit

Transit will also be prioritized in the Plan Area. New bus stops for line 10 of the Chico Area Transit System, which already serves the Plan Area, will be located at the intersections of the Esplanade and Eaton Road and Nord Highway to serve the new mixed-use nodes planned for these areas. All bus stops should have passenger amenities such as shelters, lighting, benches, trees and transit maps and schedules.



-  Freeways (4 lanes)
-  Arterial Streets (4 lanes)
-  Planned Arterials (4 lanes)
-  Collector Streets (2 lanes)
-  Planned Collector Streets





-  Existing Traffic Signal
-  Potential Traffic Signal
-  Intersection For Further Study
-  Implement Traffic Calming

FIGURE 5-1

NEW STREET NETWORK

**NORTHWEST CHICO SPECIFIC PLAN
FINAL**

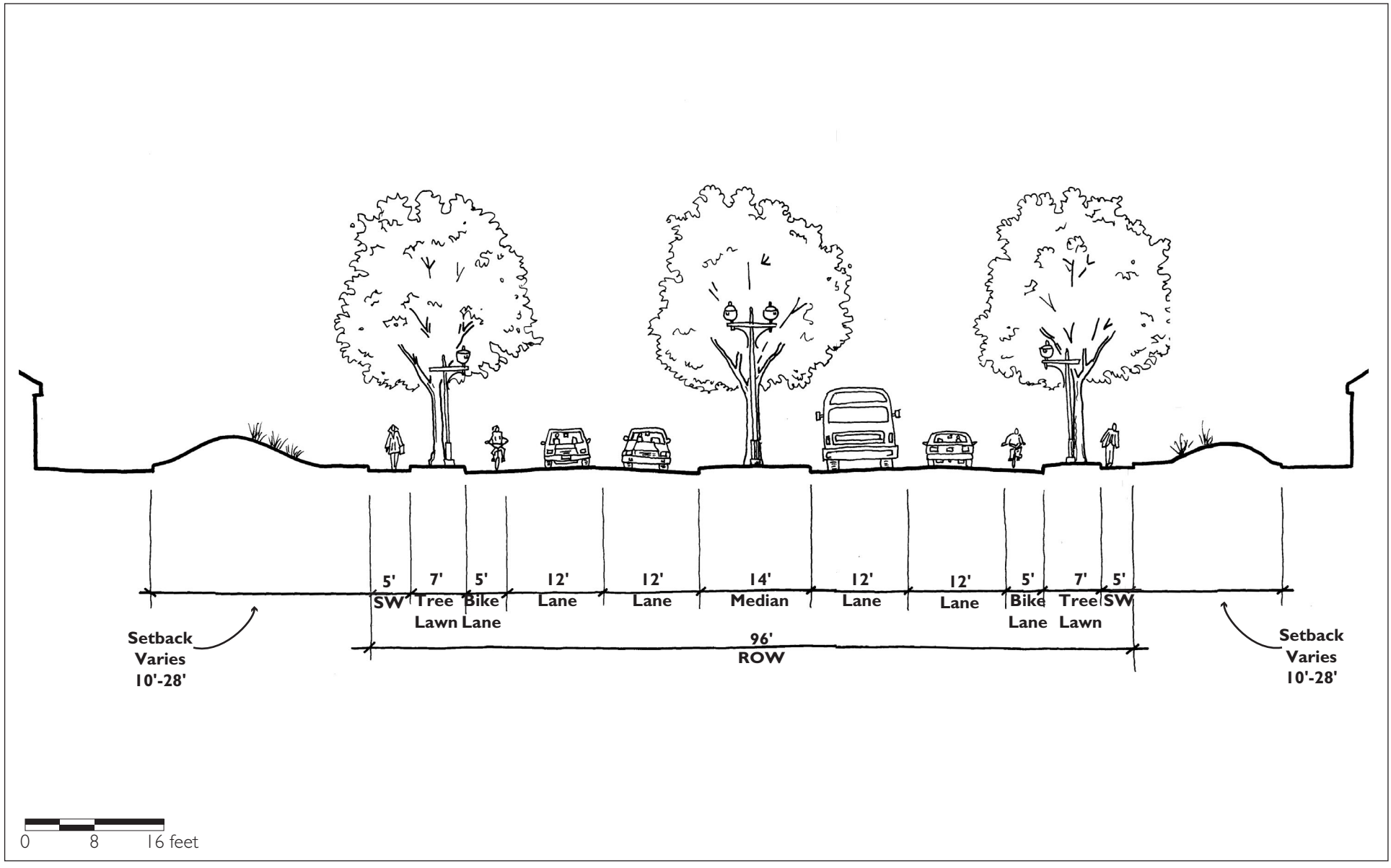


FIGURE 5-2

THE ESPLANADE - RESIDENTIAL CROSS-SECTION

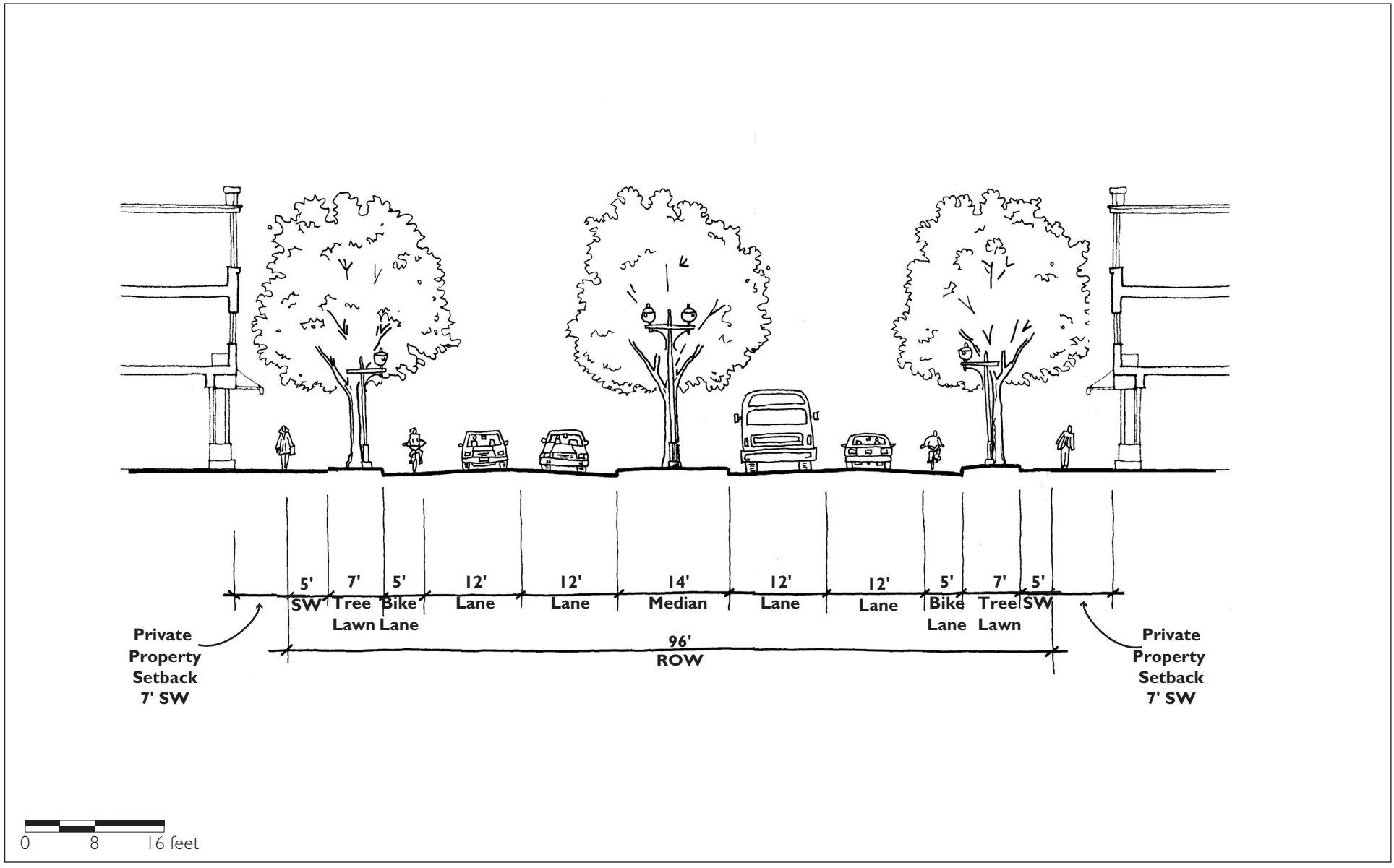


FIGURE 5-3

THE ESPLANADE - COMMERCIAL CROSS-SECTION

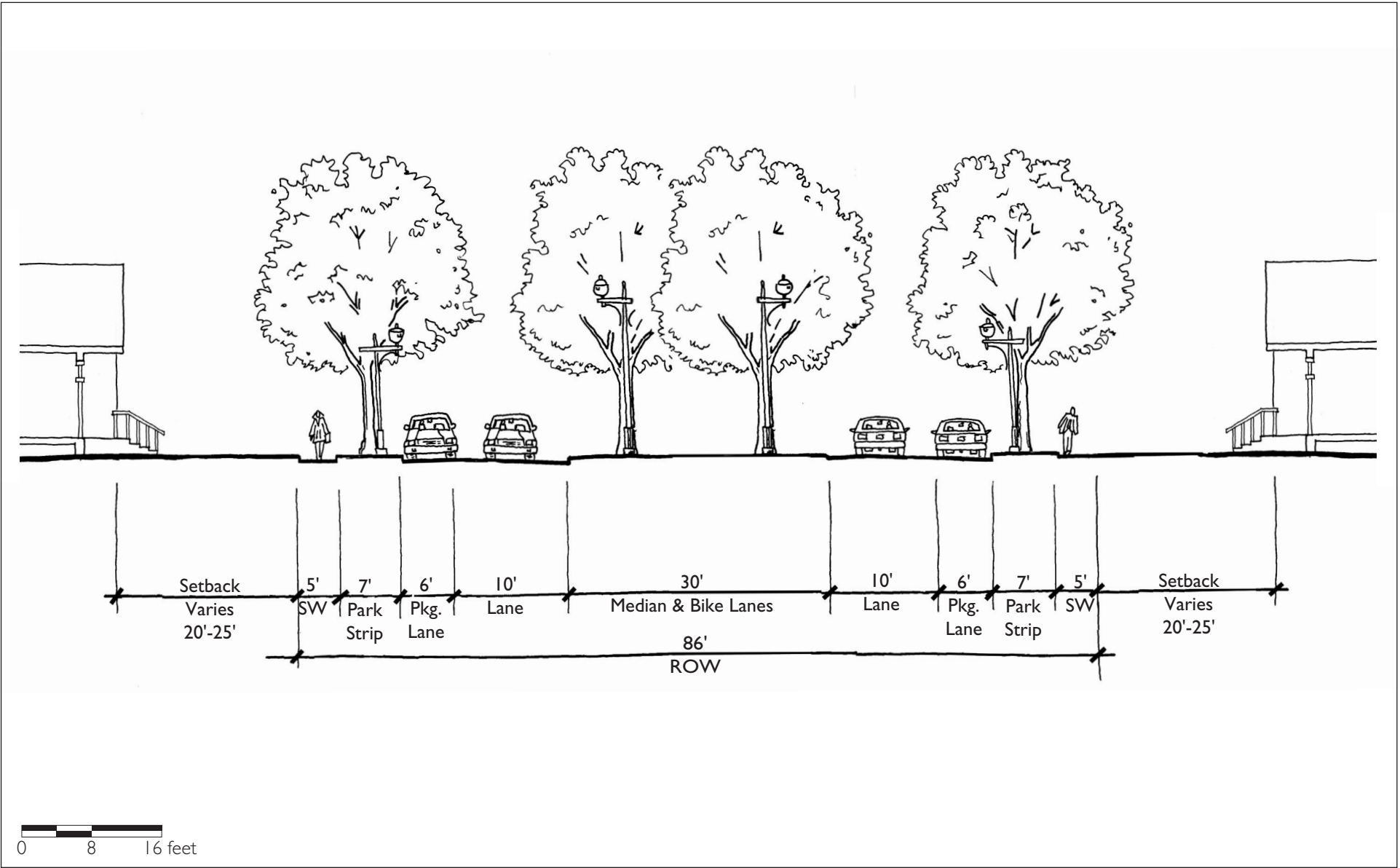


FIGURE 5-4

CENTER STREET

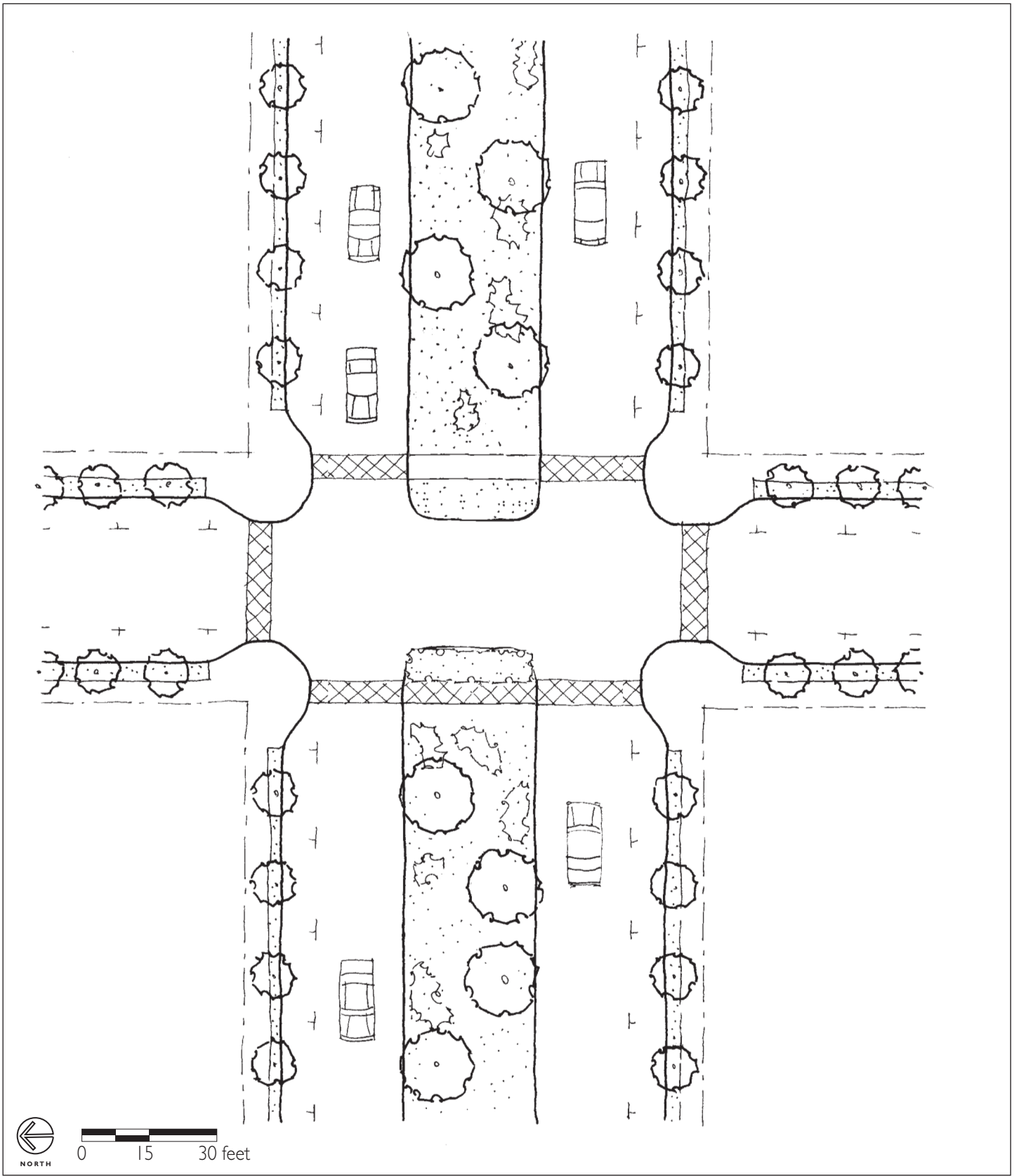


FIGURE 5-5

CENTER STREET PLAN VIEW

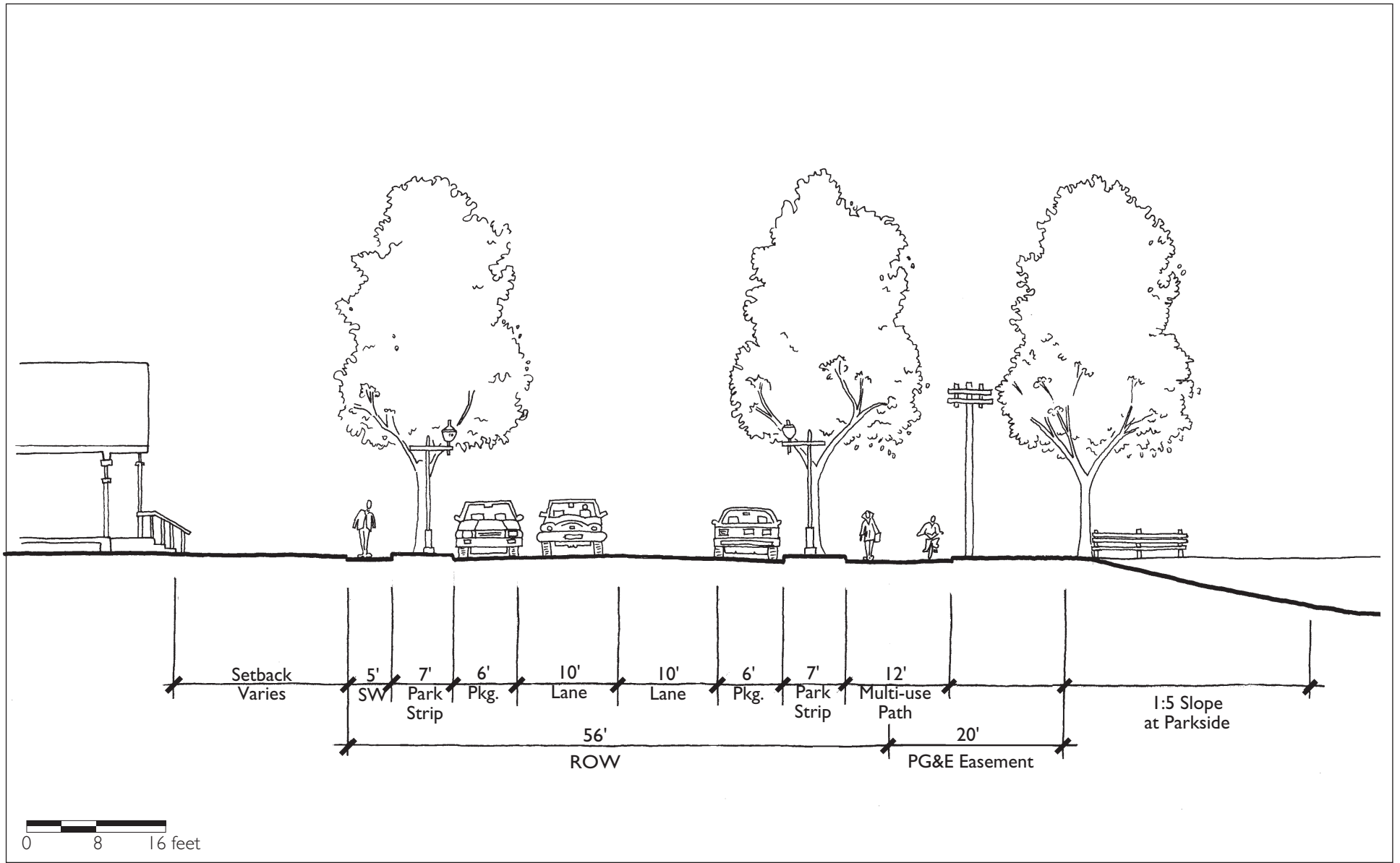


FIGURE 5-6

POWERLINE DRIVE SECTION

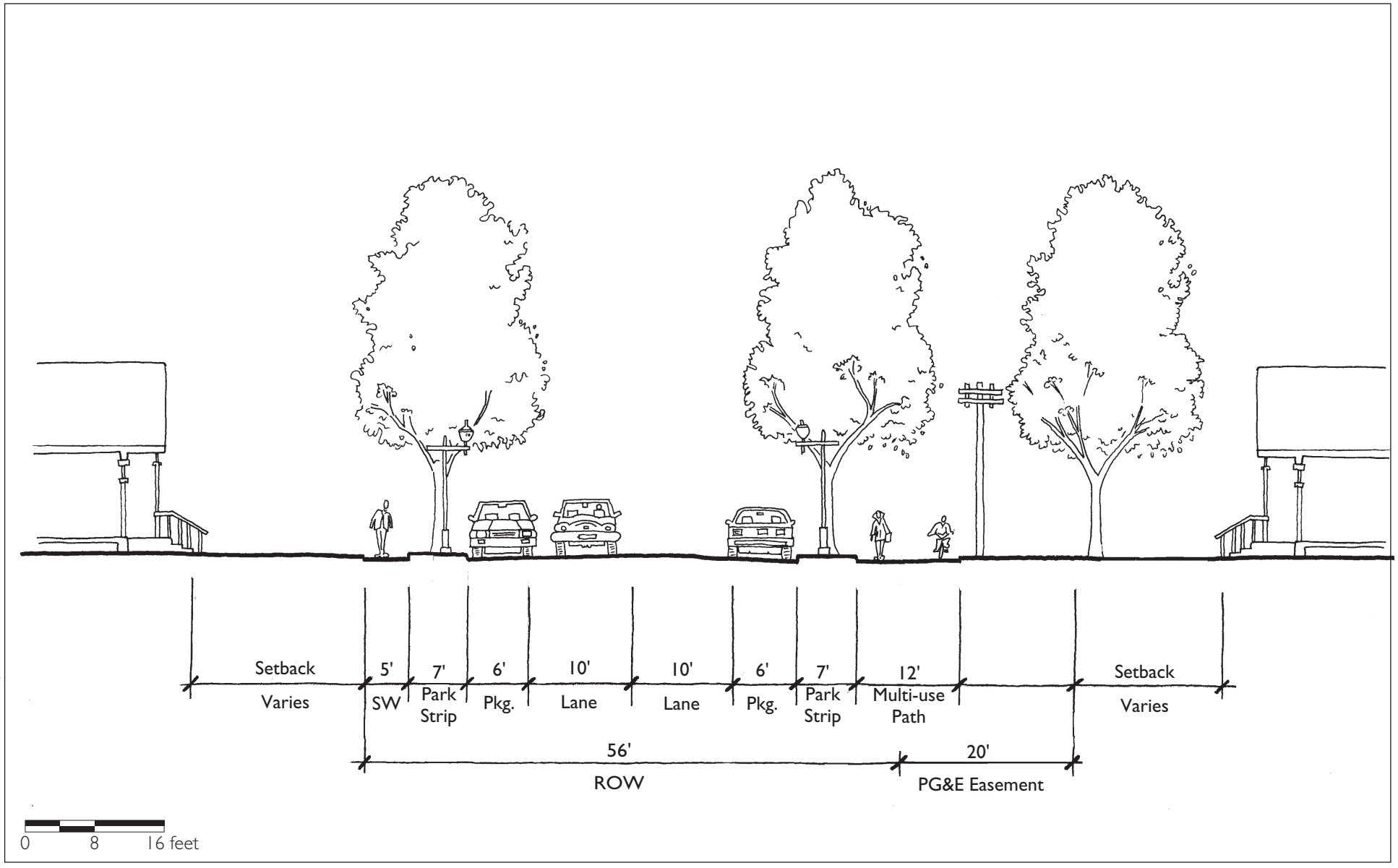


FIGURE 5-7

POWERLINE DRIVE SECTION AT RESIDENCES

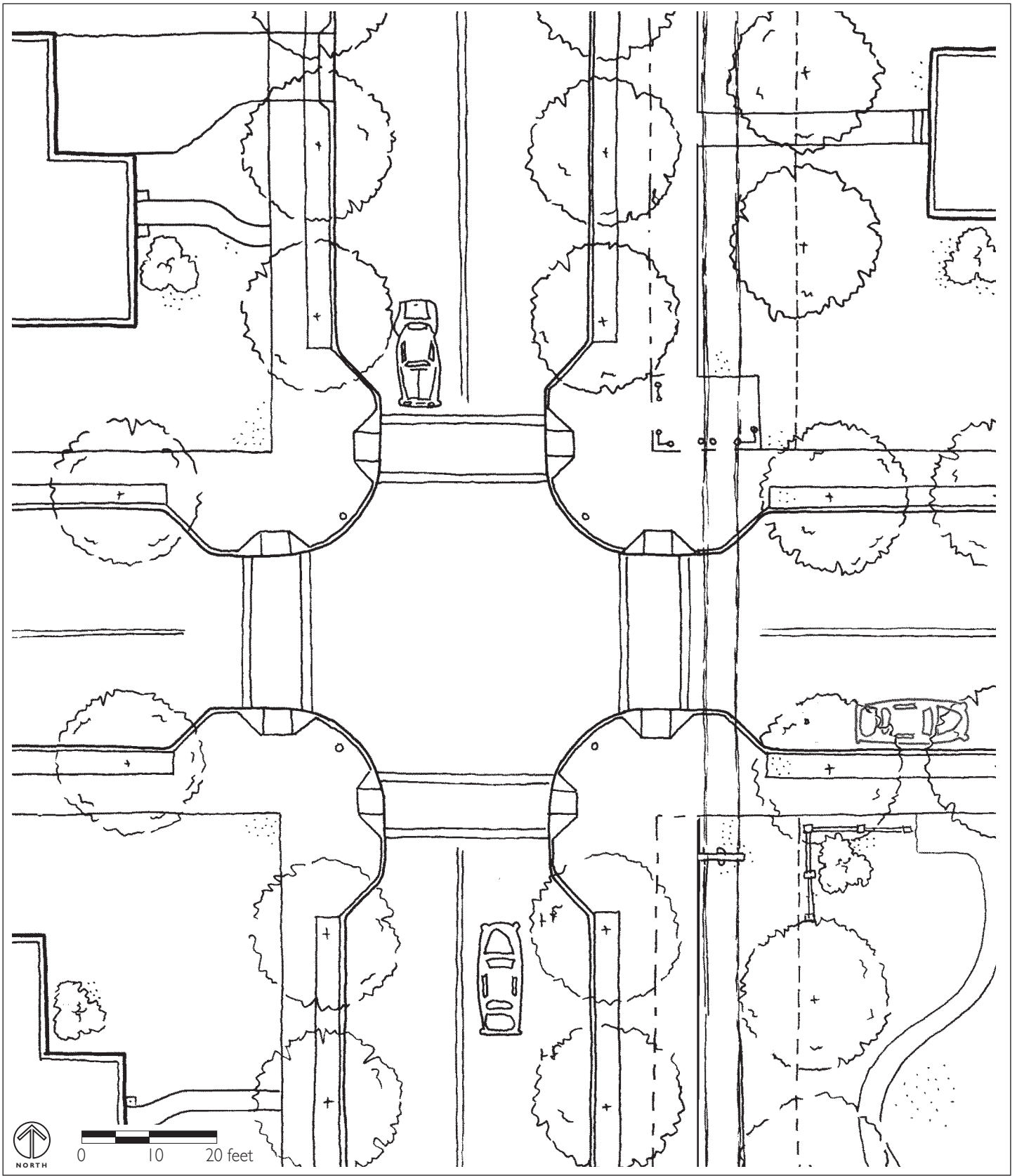


FIGURE 5-8

POWERLINE DRIVE PLAN

**NORTHWEST CHICO SPECIFIC PLAN
FINAL**

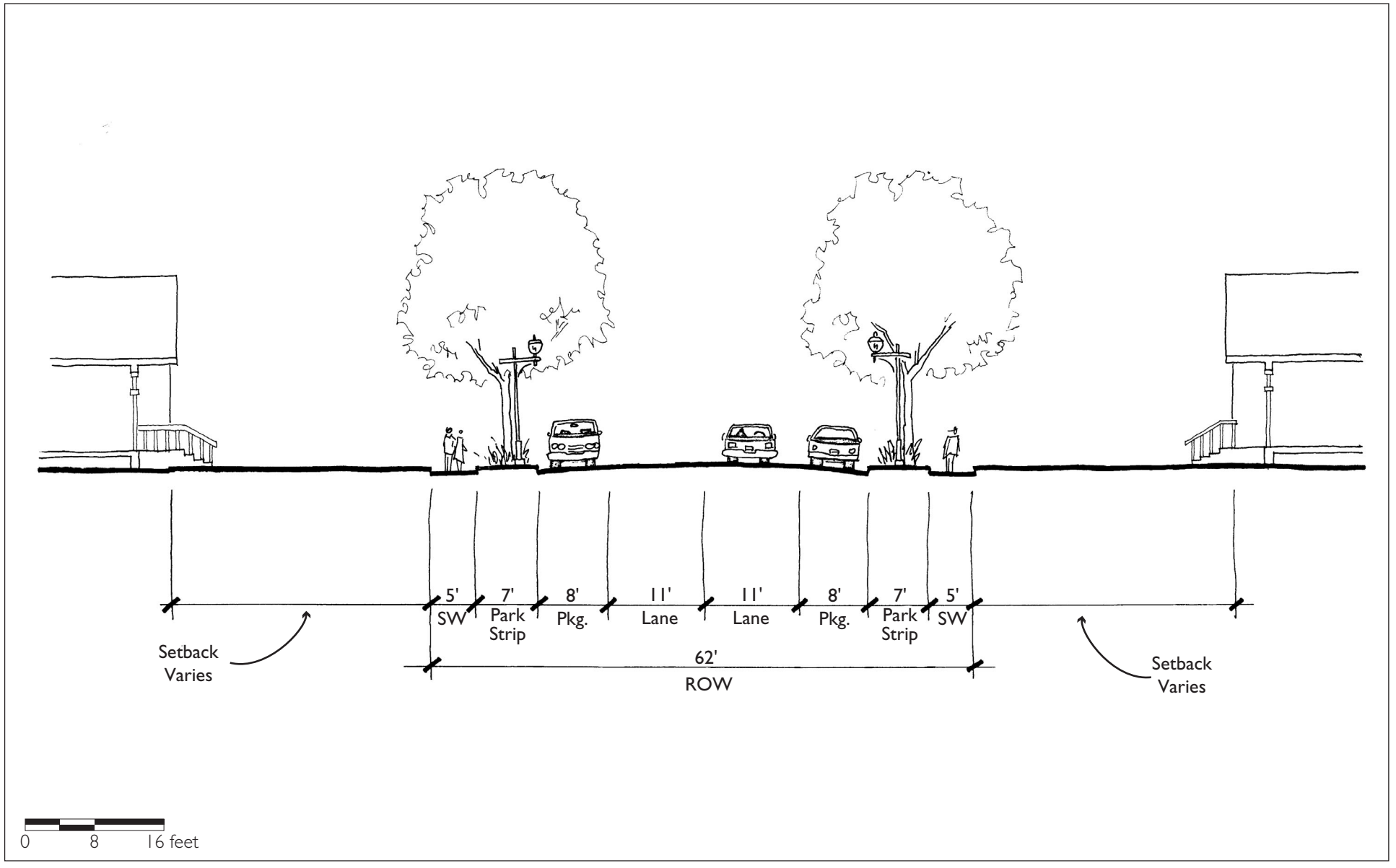


FIGURE 5-9

NORD HIGHWAY

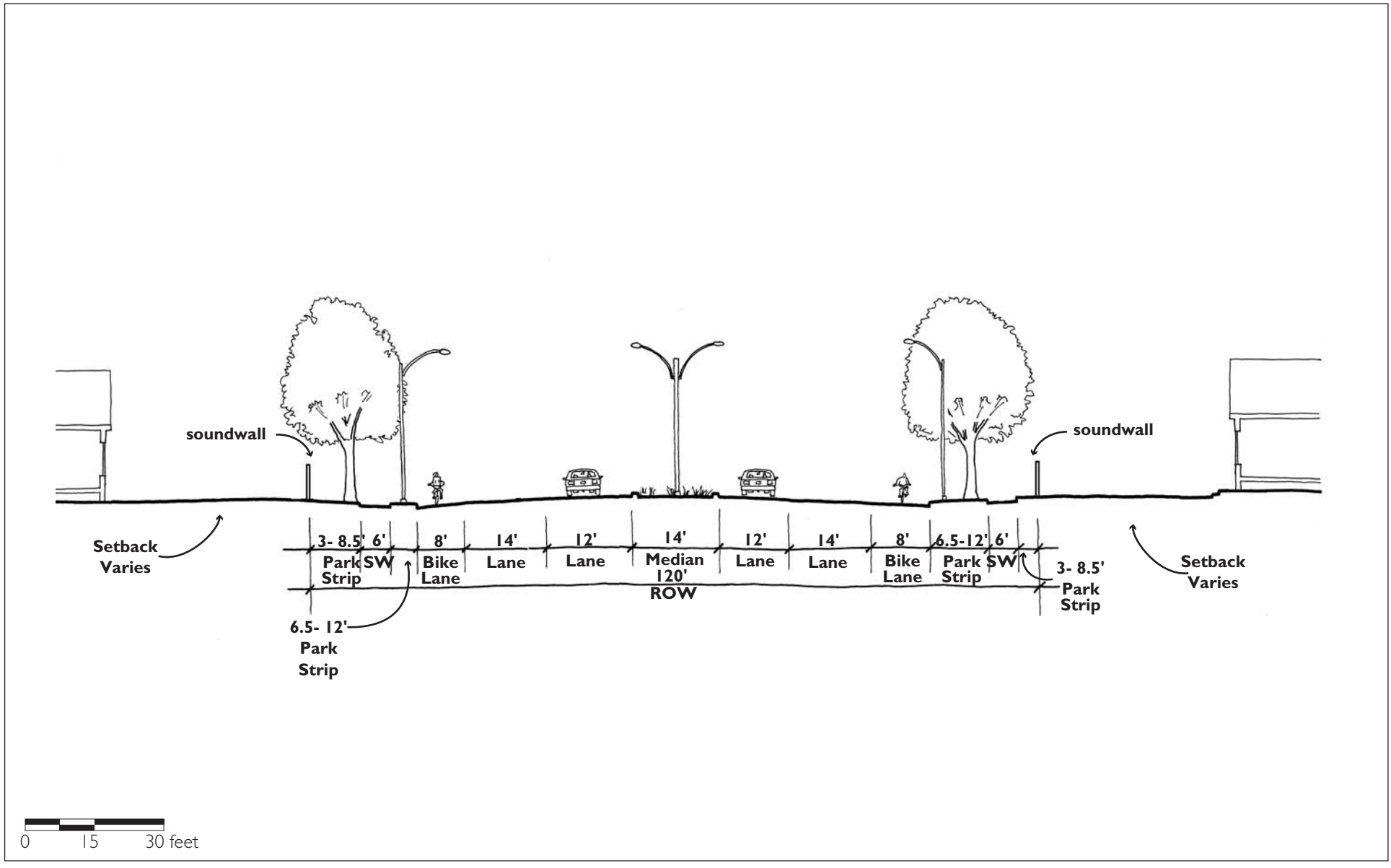


FIGURE 5-10

EATON ROAD

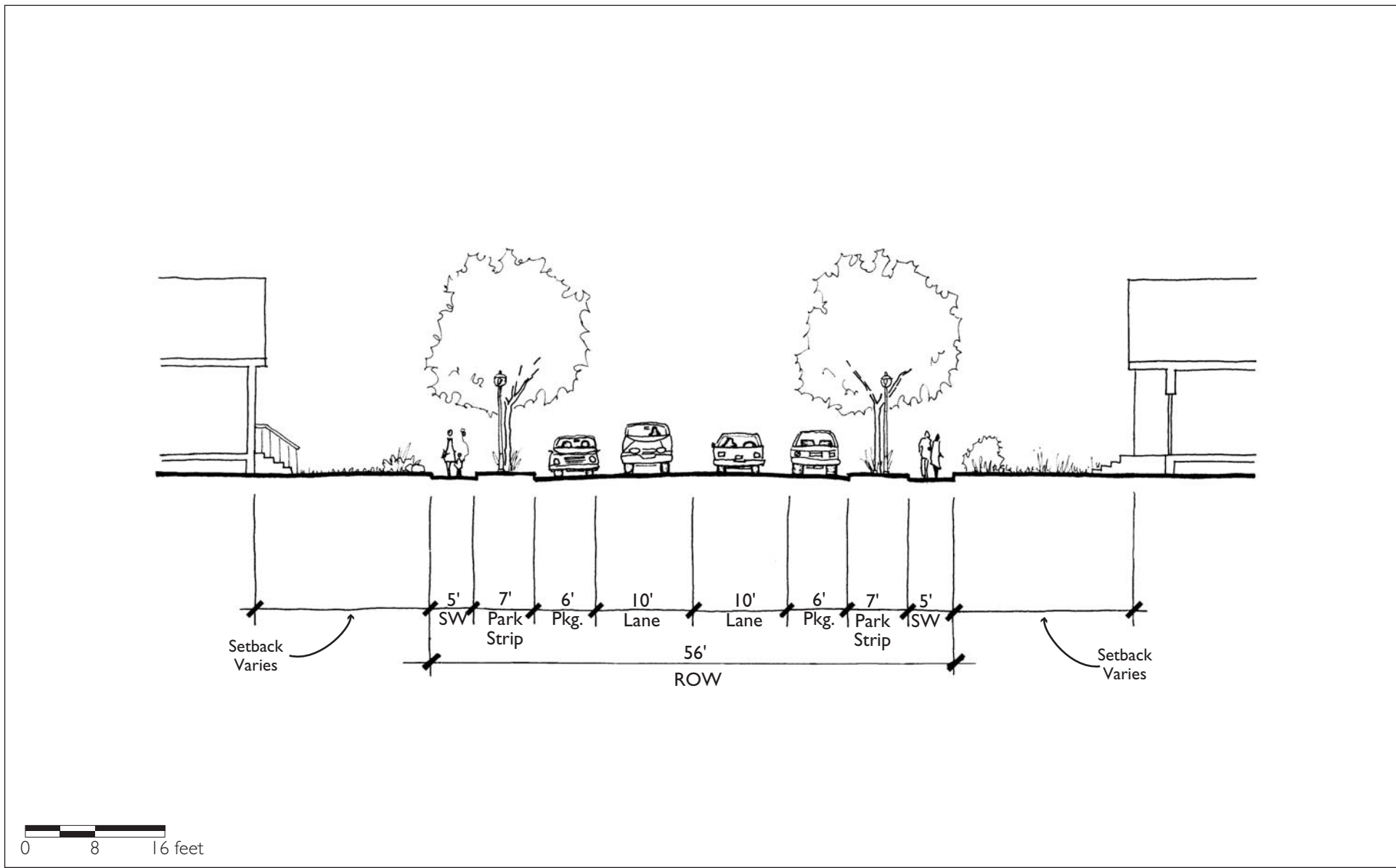


FIGURE 5-11
TYPICAL RESIDENTIAL STREET

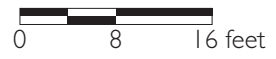
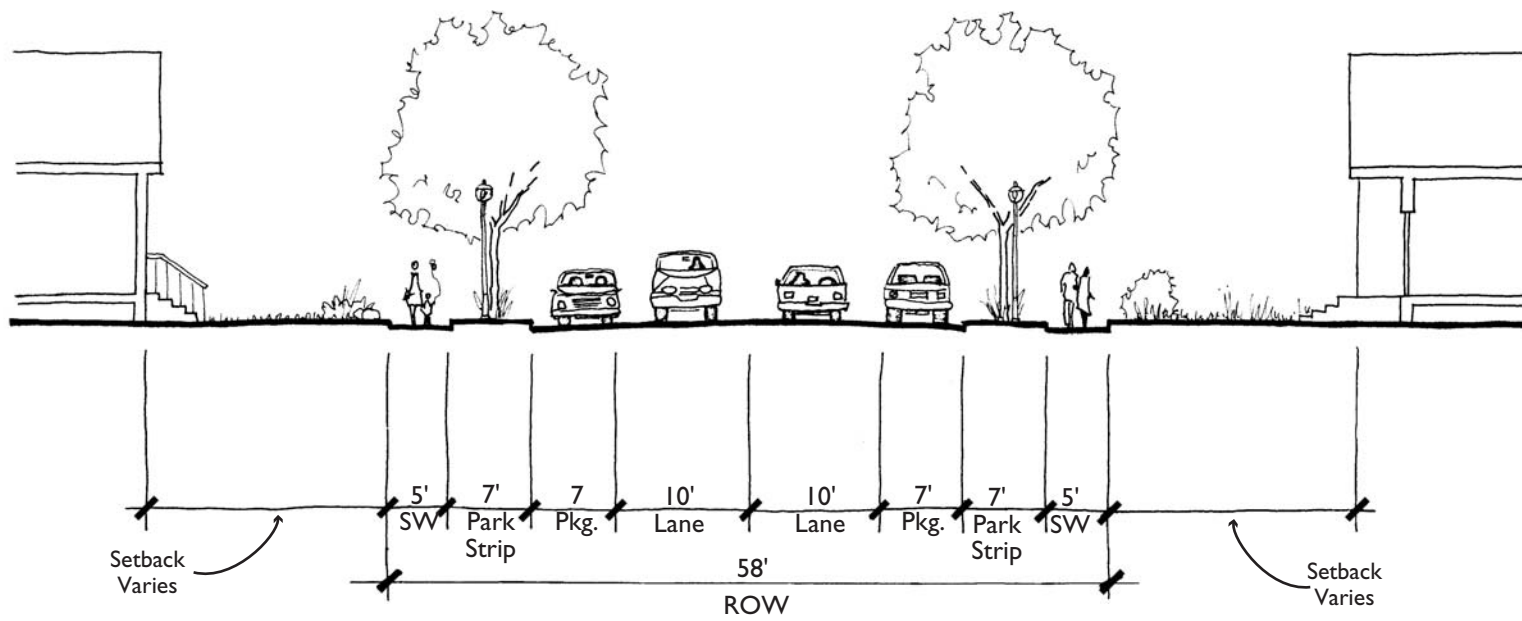


FIGURE 5-12
RESIDENTIAL STREET
FOR PHASE I WEBB & EPICK HOMES

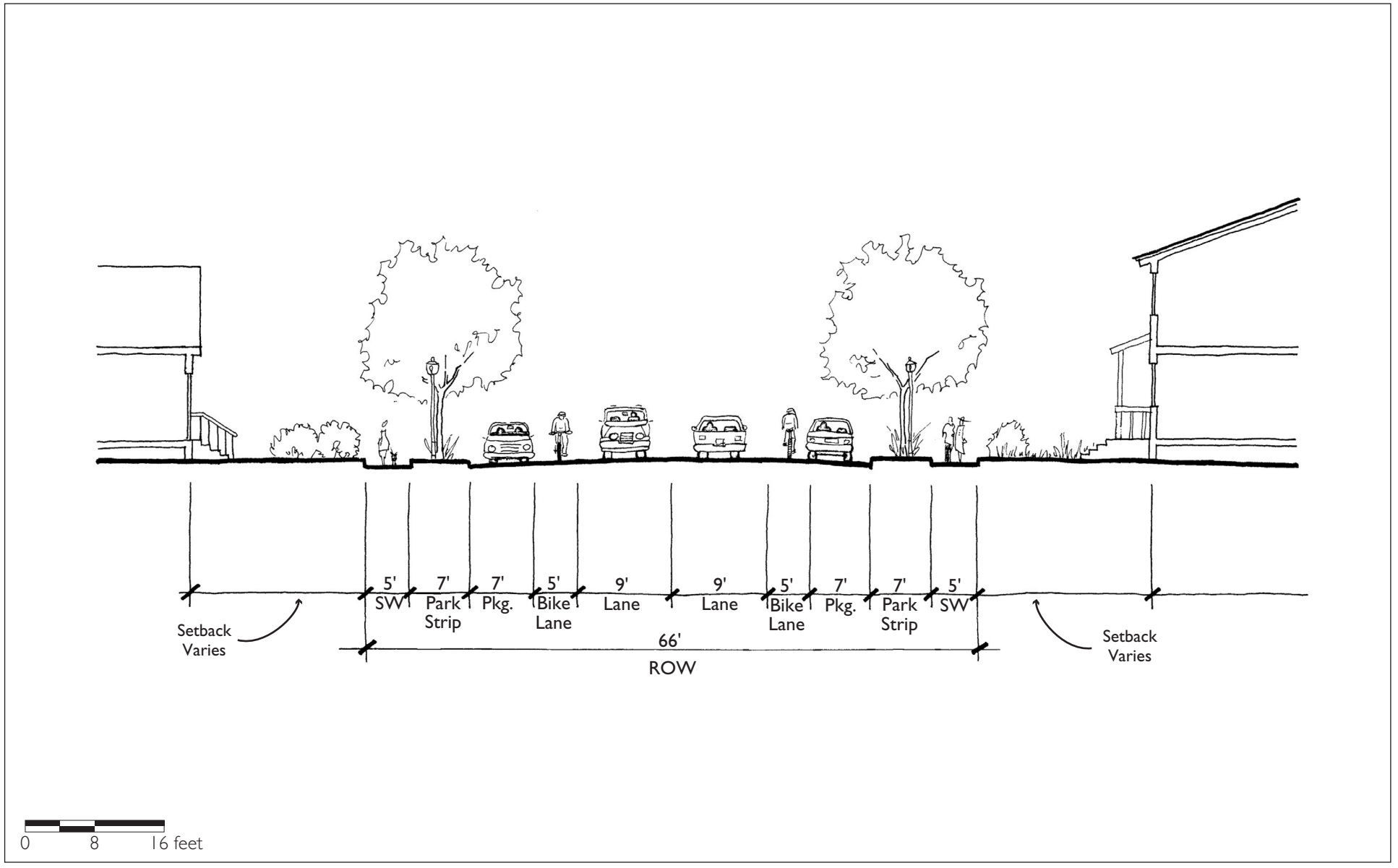


FIGURE 5-13

RESIDENTIAL STREET WITH BIKE LANES

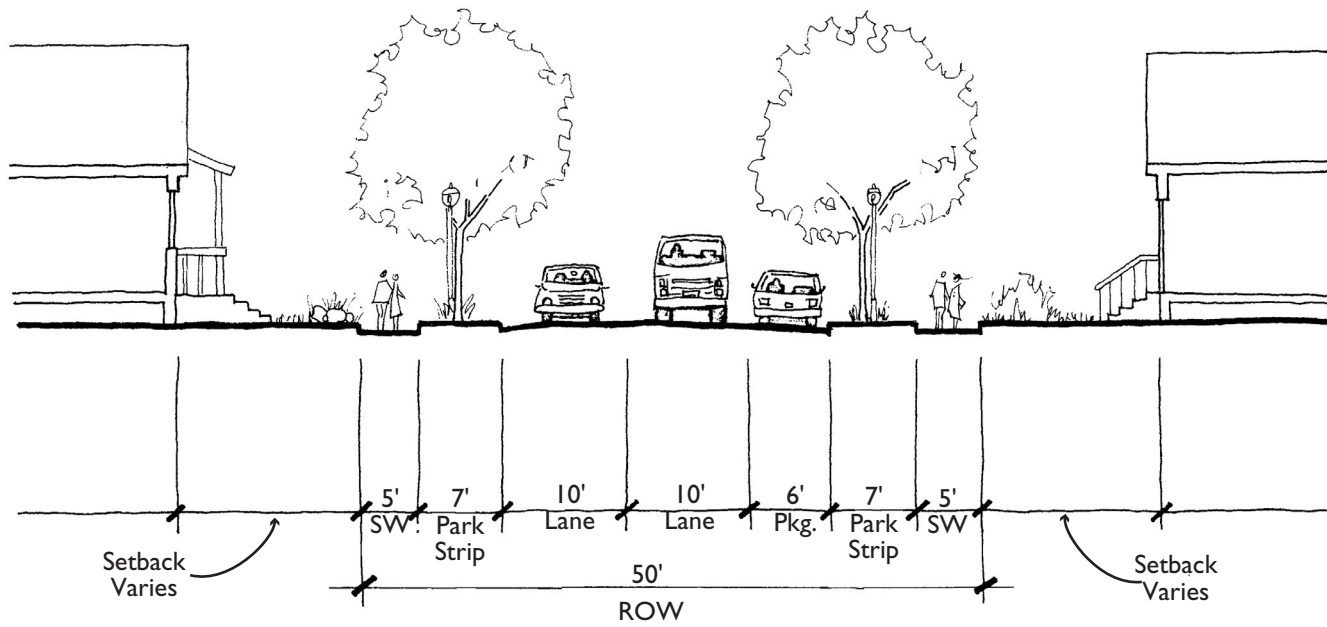
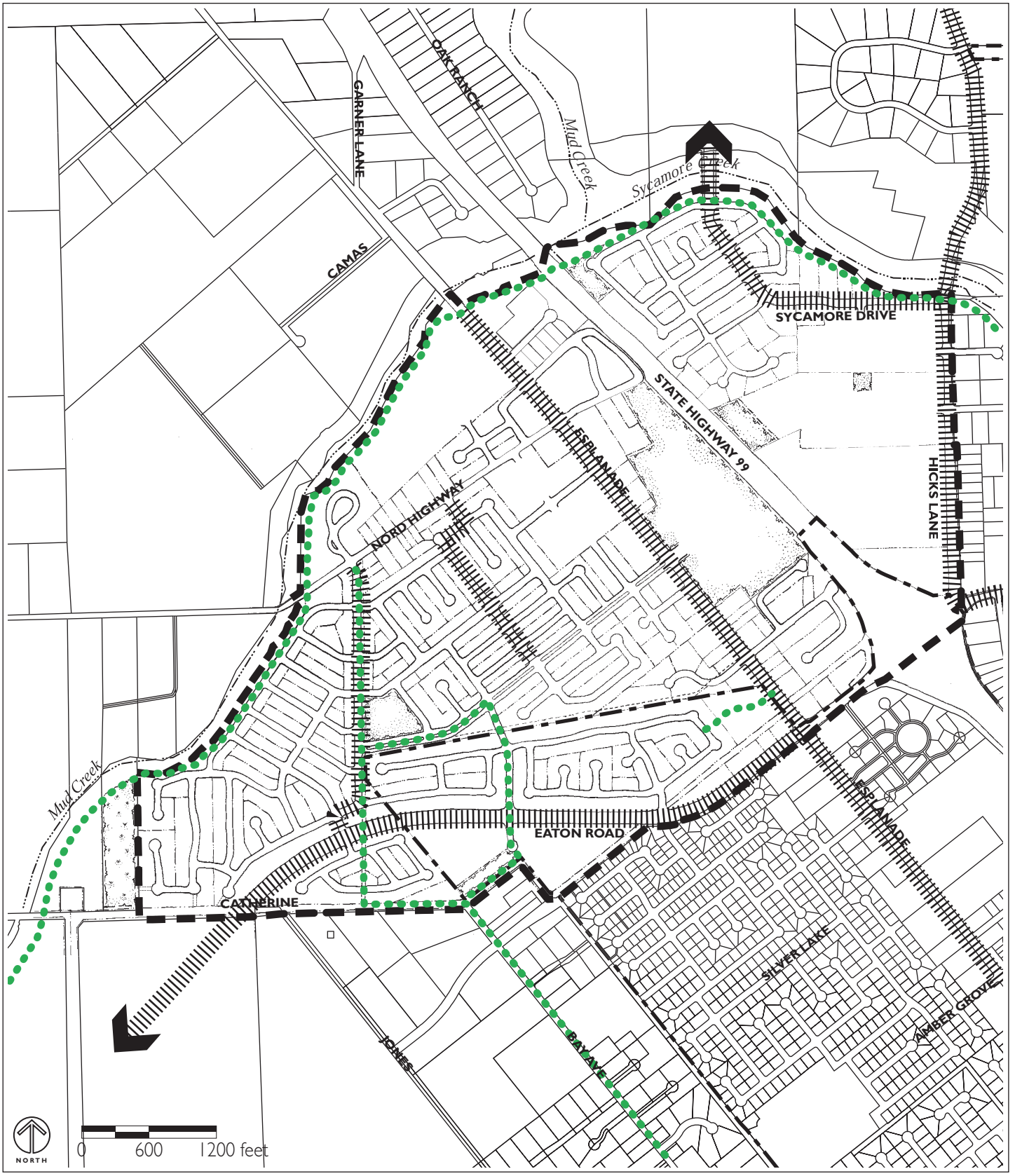


FIGURE 5-14

RESIDENTIAL STREET ONE PARKING LANE



- City Limit Line
- Study Area
- ||||| Class 2 Bike Lane Streets
- Pedestrian/Bike Trail

FIGURE 5-15

BICYCLE AND PEDESTRIAN NETWORK