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Chico, California

BARBER YARD

Specific Plan

Approved by:

Chico City Council

Ordinance _____

<Date>

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BARBER YARD SPECIFIC PLAN

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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 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.

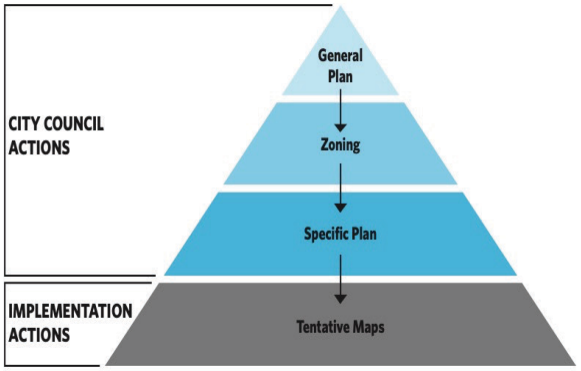


Figure 1.1 Relationship of specific plans to other plans

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 internally 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 16-acre off-site improvement area outside the BYSP boundary. The off-site improvement area includes a 13.5-acre stormwater basin parcel 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

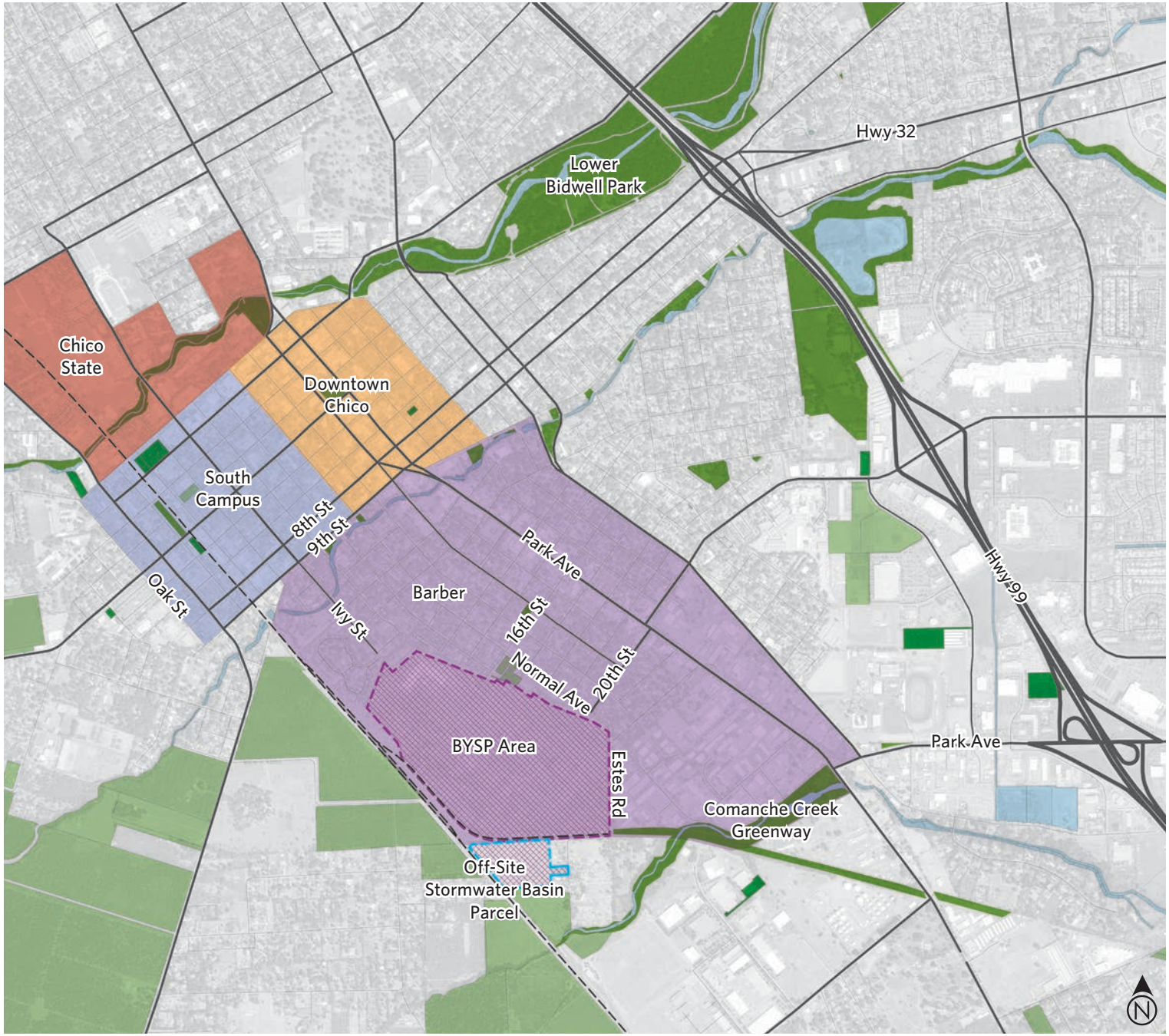


Figure 1.3 BYSP Area location

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 September community meeting (open house)



Figure 1.6 Participants in 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.
- **9.0 Appendix** describes the Mitigation Monitoring and Reporting Program.

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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 change[1].

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.

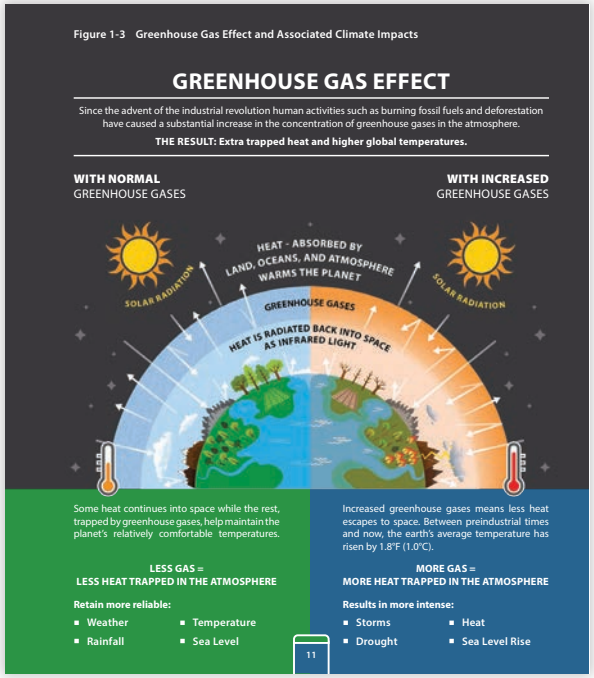


Figure 2.1 Excerpt from the CAPU

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 1901. At this time, the land was located outside of the City of Chico limits and was owned by the failing Sierra Flume and Lumber Company. 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.

One of the first buildings constructed was the Machine Shop/Engineering Department building, which 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 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.



Figure 2.2 Historical photo of a company event, circa 1940

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 vari-

ous 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.

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.

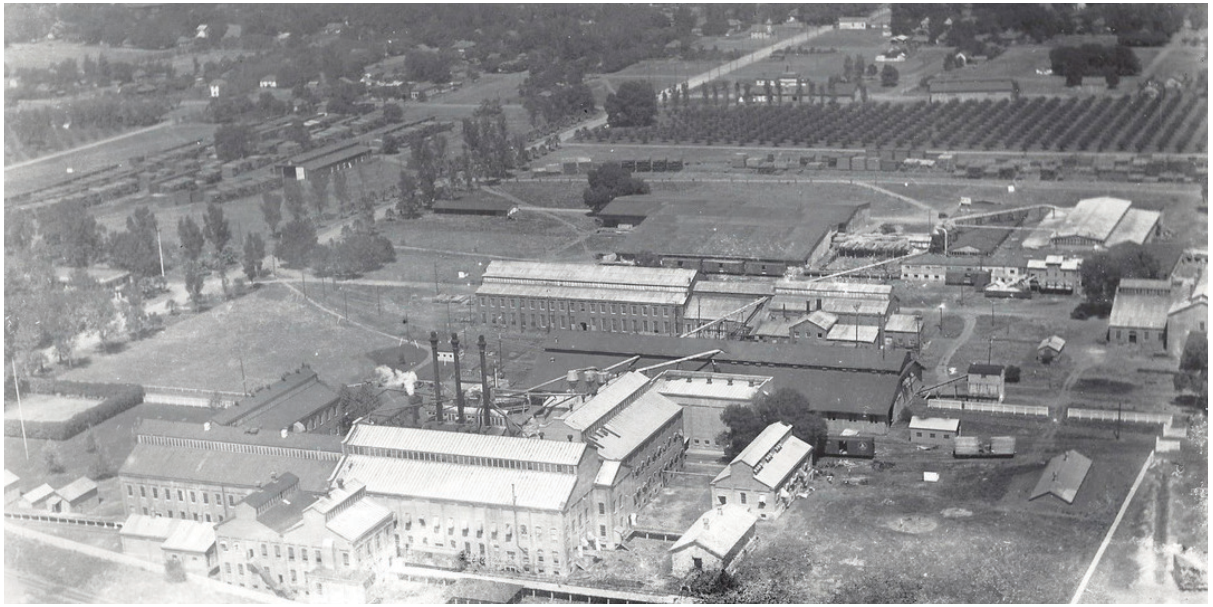


Figure 2.3 Historical aerial photo of the Diamond Match Factory

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 corporate and strikers. Finally, the decision was made to close the plant at Barber Yard and shift

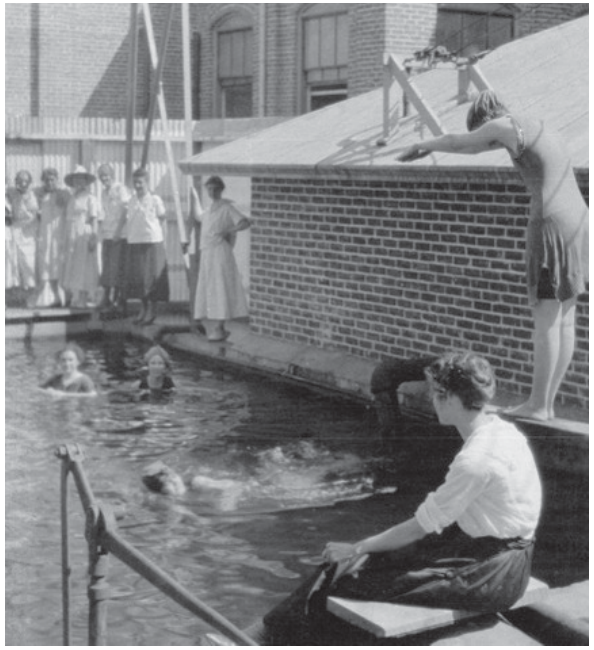


Figure 2.4 Historical photo of Fairburn Hall Pool, circa 1910

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 Department (Machine Shop/ Engineering Building) shell has been deemed safe to refurbish, and the small Match Block Storage Building/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.)

Contaminated Soils
If logistically and economically feasible, any additional contaminated soil found onsite will be removed via the adjacent Union Pacific Railroad siding.



Figure 2.5 Historic development at Barber Yard



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 stormwater basin parcel, located directly south of the BYSP Area, in unincorporated Butte County (see Section 6.4). The total off-site improvement area includes an additional 2.5 acres for related outfall infrastructure and miscellaneous street connections at existing streets.

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/repurposed, 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

- BYSP AREA BOUNDARY
- MDR
- MHDR
- RMU
- POS
- SOS

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 any portion of the building may be adaptively reused as warehouse storage for the public, warehouse and light manufacturing, athletic facility (fitness center), and/or potential future housing conversion, subject to use permit approval. 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 4.1). 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. The BYSP maximum number of dwelling units shall be reduced to approximately 1,096 units if on-site detention is implemented.



Figure 3.3 BYSP Zoning Summary

- BYSP BOUNDARY
- BYSP-R2
- BYSP-R3
- BYSP-RMU
- BYSP-OS1 (RESTRICTED USE)
- BYSP-OS2

NOTE:
1. SUPPORTING STREETS DOTTED IN FOR REFERENCE ONLY. FINAL LOCATION TBD AT SUBDIVISION STAGE.
2. ZONING DESIGNATIONS EXTENDED TO THE CENTERLINE OF FRAMEWORK STREETS

3.4 Conceptual Phasing

For purposes of logical infrastructure planning, the BYSP Area is contemplated to be developed in three phases, although all 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.

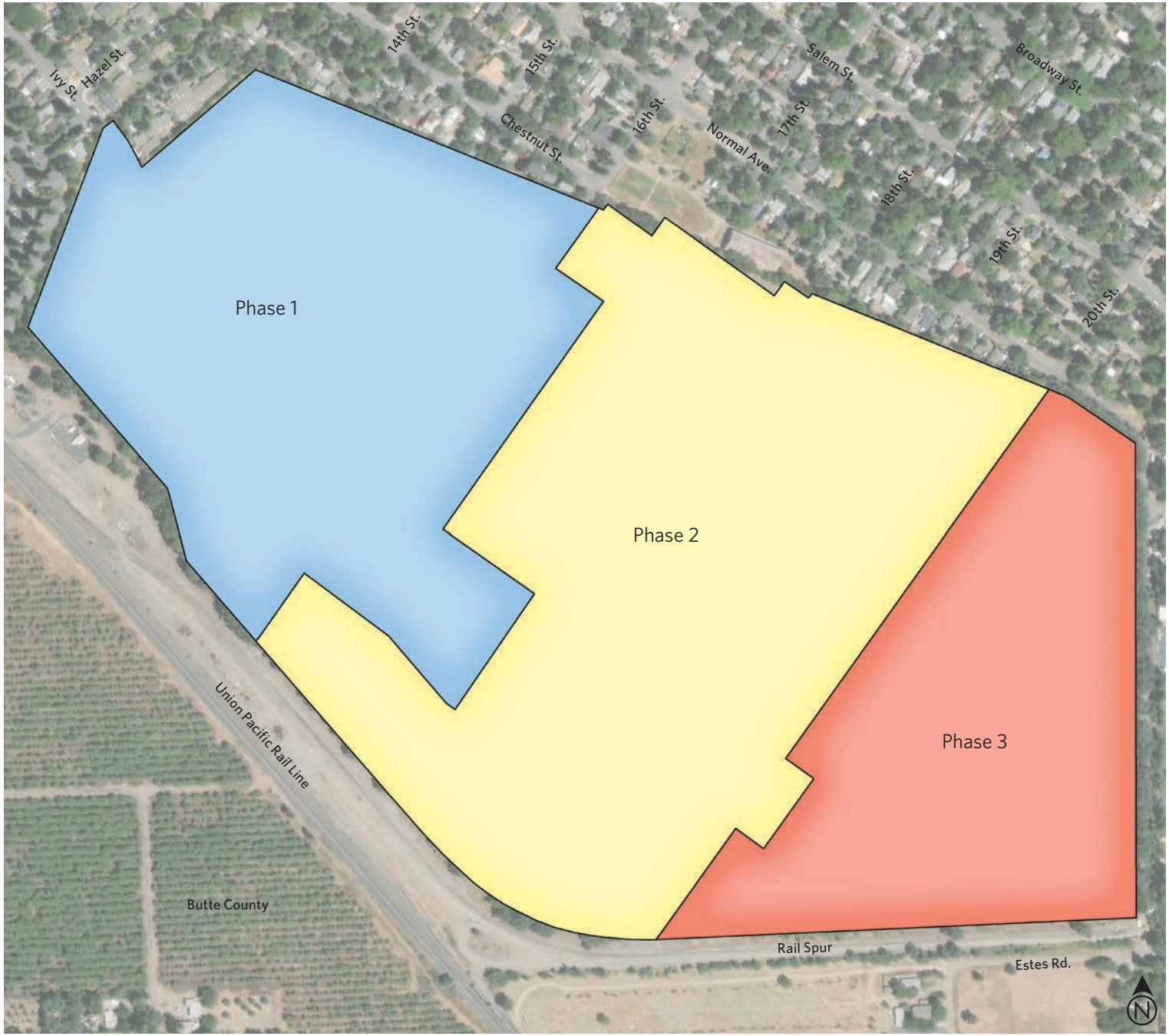


Figure 3.4 Anticipated Phasing Plan

BYSP BOUNDARY

PHASE 1

PHASE 2

PHASE 3

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 paired home (duplex) and townhouse lots: 1,200 sq. ft. Corner paired home (duplex) and townhouse lots: 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 25 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% Condominiums, townhouses, and similar housing types, such as paired homes (duplex) 80%	70%
Impervious Surface Site Coverage	N/A	N/A
Minimum Open Space	20% inclusive of unenclosed porches, paved areas, and landscape areas. Paired homes (duplex) 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
1,500 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 mixed-use/commercial buildings; 10 ft for residential 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% Condominiums, townhouses, and similar housing types 80%	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. Homes may front on streets, paseos, and private drives.
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).

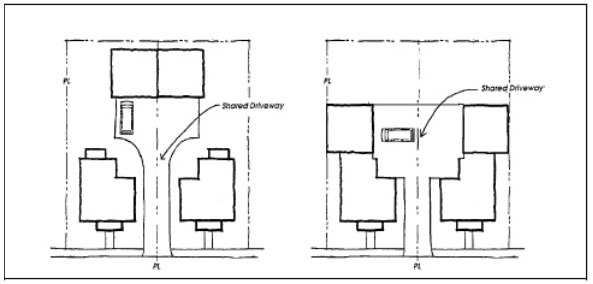


Figure 3.5 Shared driveway example

Table 3.4 Intentionally left blank

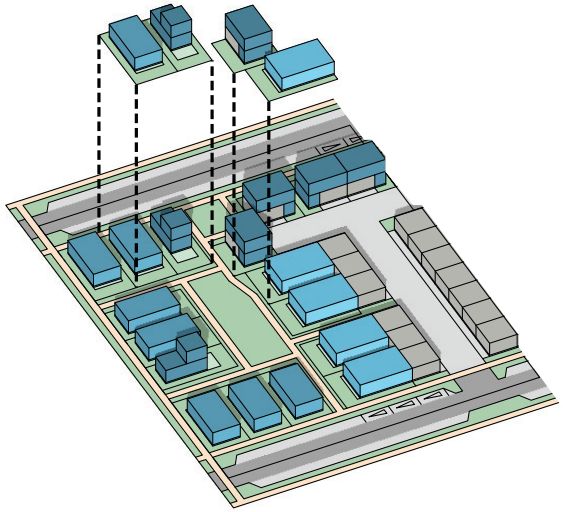


Figure 3.6 Pocket Neighborhood Block (small-lot subdivision example)

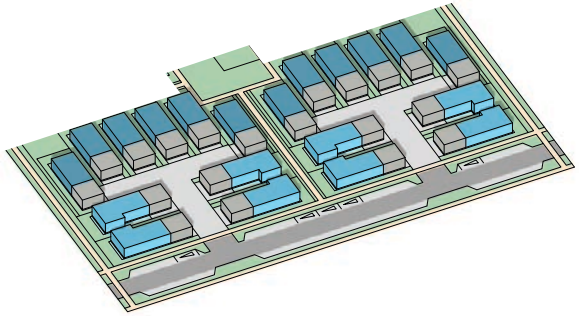


Figure 3.7 Bungalow Courts Block (small-lot subdivision example)



Figure 3.9 Pocket Neighborhood (small-lot subdivision example)



Figure 3.8 Bungalow Courts (small-lot subdivision example)

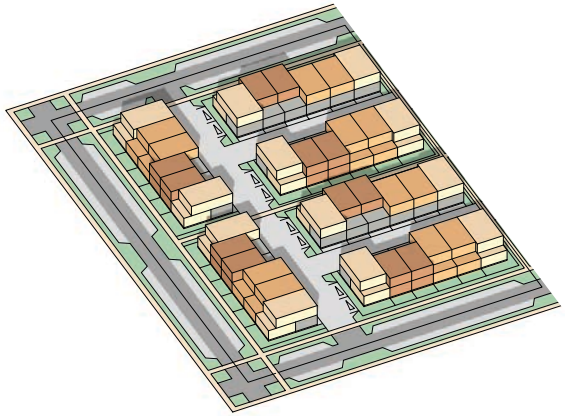


Figure 3.10 Townhouse Block (small-lot subdivision example)

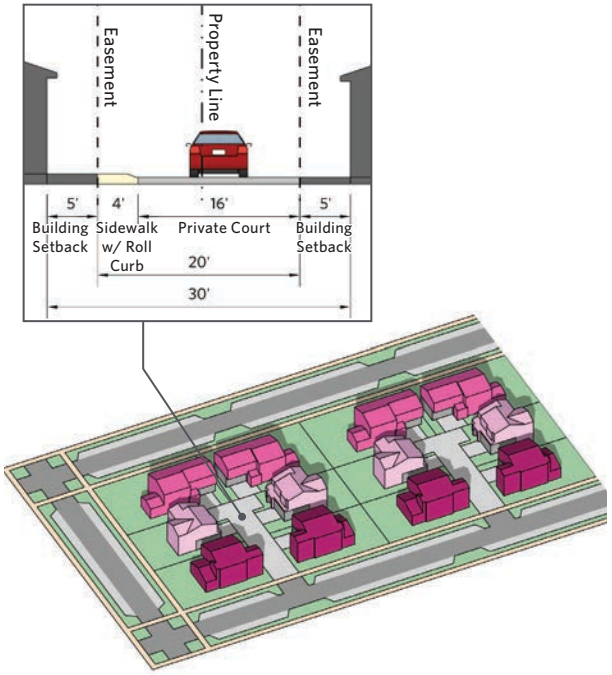


Figure 3.11 Private drive cluster homes (small-lot subdivision example)

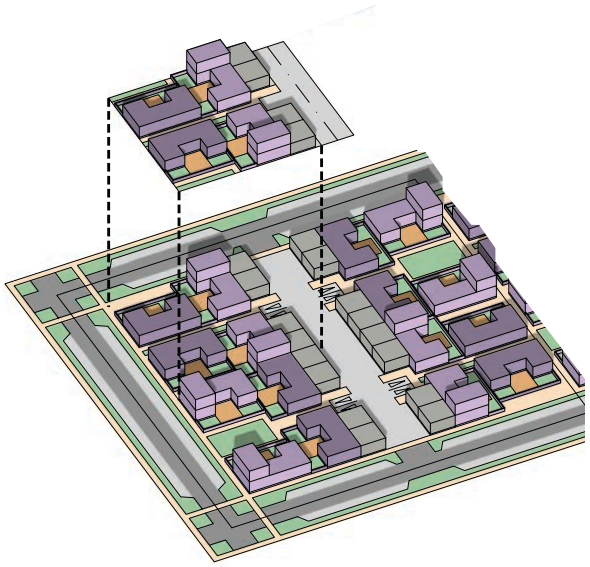


Figure 3.12 Courtyard House Axon (small-lot subdivision example)

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, private drive (see Fig. 3.11), 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	8 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 porch, alley, or garage in rear; 10 ft. for main house, without 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	85%
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; Paired homes (duplex) and townhouses –– 10% exclusive of building footprint
Encroachments	Porches may encroach a maximum 5 ft. into the required front setback Bay windows may encroach a maximum 3 ft. into the required front setback Cantilevered second floors may encroach a maximum 2 ft. into the required front setback

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. Paired homes (duplex) 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, townhouse, 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 styles that are inspired by the most prevalent styles in the existing Barber Neighborhood (Craftsman, Farmhouse Victorian, Spanish Revival, European Romantic, and Colonial Revival). New homes will be updated/fresh interpretations as opposed to historical reproductions.

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.

General

For houses over 1,000 square feet, maximum of three houses of the same style may be located next to each other. Identical houses (defined as having the same front elevation) may not be located on adjacent lots.

3.5.5 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, and non-deed-restricted accessory dwelling units with an emphasis on serving the working class in nonsubsidized, for-rent, and for-sale housing. Attainable and Workforce Housing may be included in the housing mix. Refer to the Development Agreement (DA) for requirements.

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 with rent or sales prices affordable to households with moderate incomes which are further defined to not exceed 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.
- 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. Permanent chain link fencing is not permitted.

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.

General Height Limits

- Front Yard: The maximum fence height within any front yard shall be no greater than 3 feet. The front yard is the area extending across the full width of a lot between the front facade of a house and the front lot line.
- Rear Yard: The maximum fence height within any rear yard shall be no greater than 7 feet. A maximum of 6 feet is preferred, up to 7 feet with administrative architectural review. Any fence of 6 feet in height or greater 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.
- Interior Side Yard: The maximum fence height within any interior side yard shall be no greater than 7 feet. A maximum of 6 feet is preferred.
- Street-Facing Side Yard: The maximum fence height within any street-facing side yard shall be no greater than 7 feet. A maximum of 6 feet is preferred. Any fence of 6 feet in height or greater 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.

Setback Requirements

- Front Yard Fences: Minimum 2-foot setback from the lot line.
- Rear Yard/Interior Side Yard: Fences may be located on the property line in compliance with height limits.
- Street-Facing Side Yard/Street-Facing Fences: Minimum 5-foot setback from the lot line along the street.
- Where any fence returns to a house, it must be set back a minimum of 5 feet from the front facade (conditioned indoor living space) of the house (porch excluded).

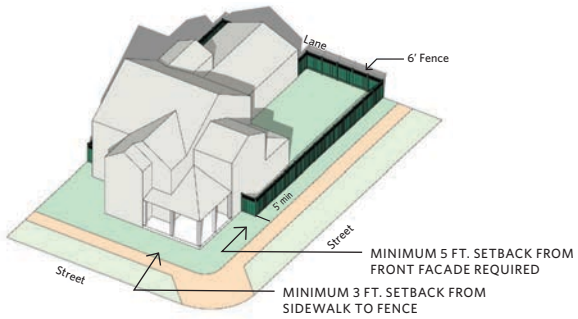


Figure 3.13 Rear-loaded lot fence

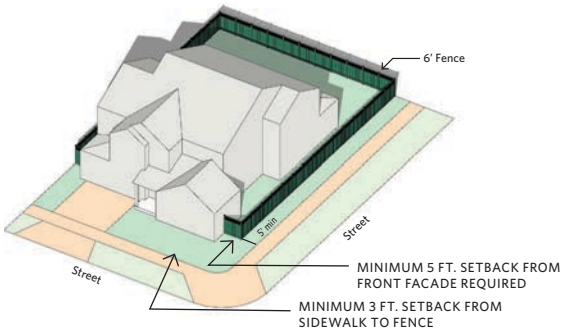


Figure 3.14 Front-loaded lot fence

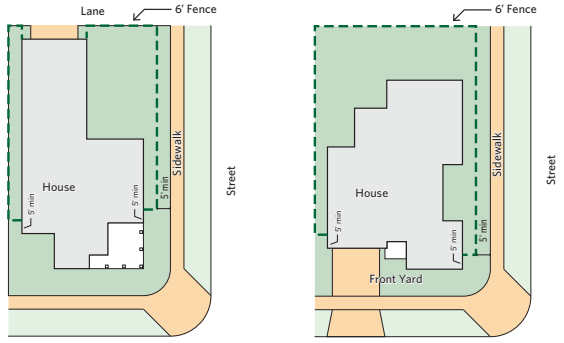


Figure 3.15 Fence requirements plan


SoFFlite
HYPerFlite
PUP

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 for 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. The City (and CARD) community parkland standard of 2.5 acres of community parkland per 1,000 population generated will be met through onsite facilities and in-lieu park fees paid with each residential building permit. 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	Approx. CARD Neighborhood Park Provided (ac)	Approx. CARD Community Park Provided (ac)	Approx. Private Ownership Open Space (ac)	Approx. Private Ownership Amenities (ac)
Barber Pop-Up	—	—	—	—
The Diamond at Barber Yard	—	3.28 ac	—	—
Engineering Building	—	—	—	1.10 ac
Diamond Plaza	—	—	0.71 ac	—
The Square	—	—	0.79 ac	—
Athletics Facility	—	—	—	10.16 ac
Dog Park	—	1.27 ac	—	—
Picnic Grove Park	1.66 ac	—	—	—
Ruins Park	1.25 ac	—	—	—
North Yard Park (Pocket Park)	0.42 ac			
South Yard Park (Pocket Park)	0.62 ac			
The Shop	—	—	—	0.16 ac
	3.95 ac	**4.55 ac**	**1.50 ac**	**11.42 ac**
Barber Yard Site Total				**21.42 ac**

Table 4.1 Approximate parks and amenities acreage. Dimensions are to the centerline of the right-of-way.



Figure 4.1 Illustrative parks, open space, and community amenities plan

- CARD NEIGHBORHOOD PARK
- CARD COMMUNITY PARK
- 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

Note: Other than the Picnic Grove Park, The Diamond at Barber Yard, and Ruins Park, the precise final location, size, and parameters of the other parks will be determined at the time of Final Map.

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

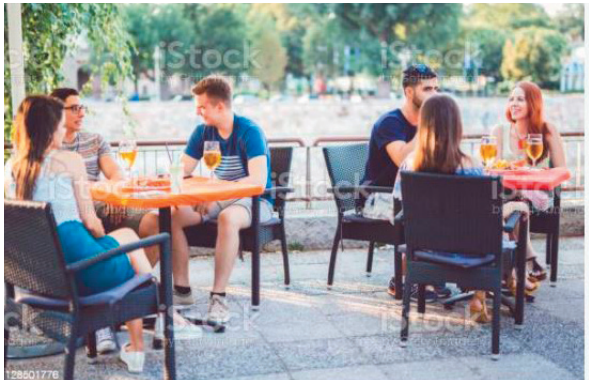


Figure 4.4 Example of outdoor dining



Figure 4.6 Pop-up vendor

4.2.2 The Diamond at Barber Yard

The Diamond 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

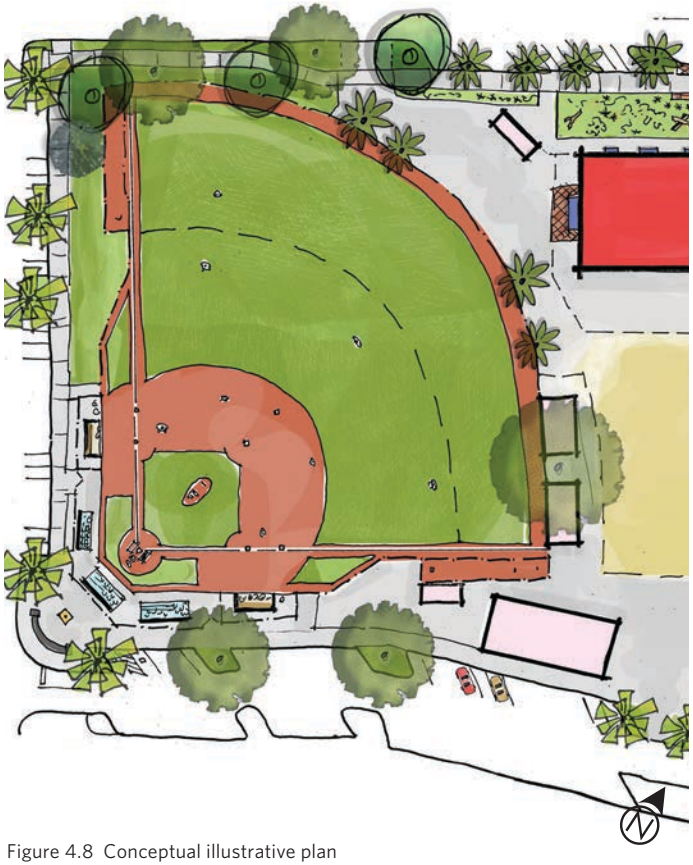


Figure 4.8 Conceptual illustrative plan



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

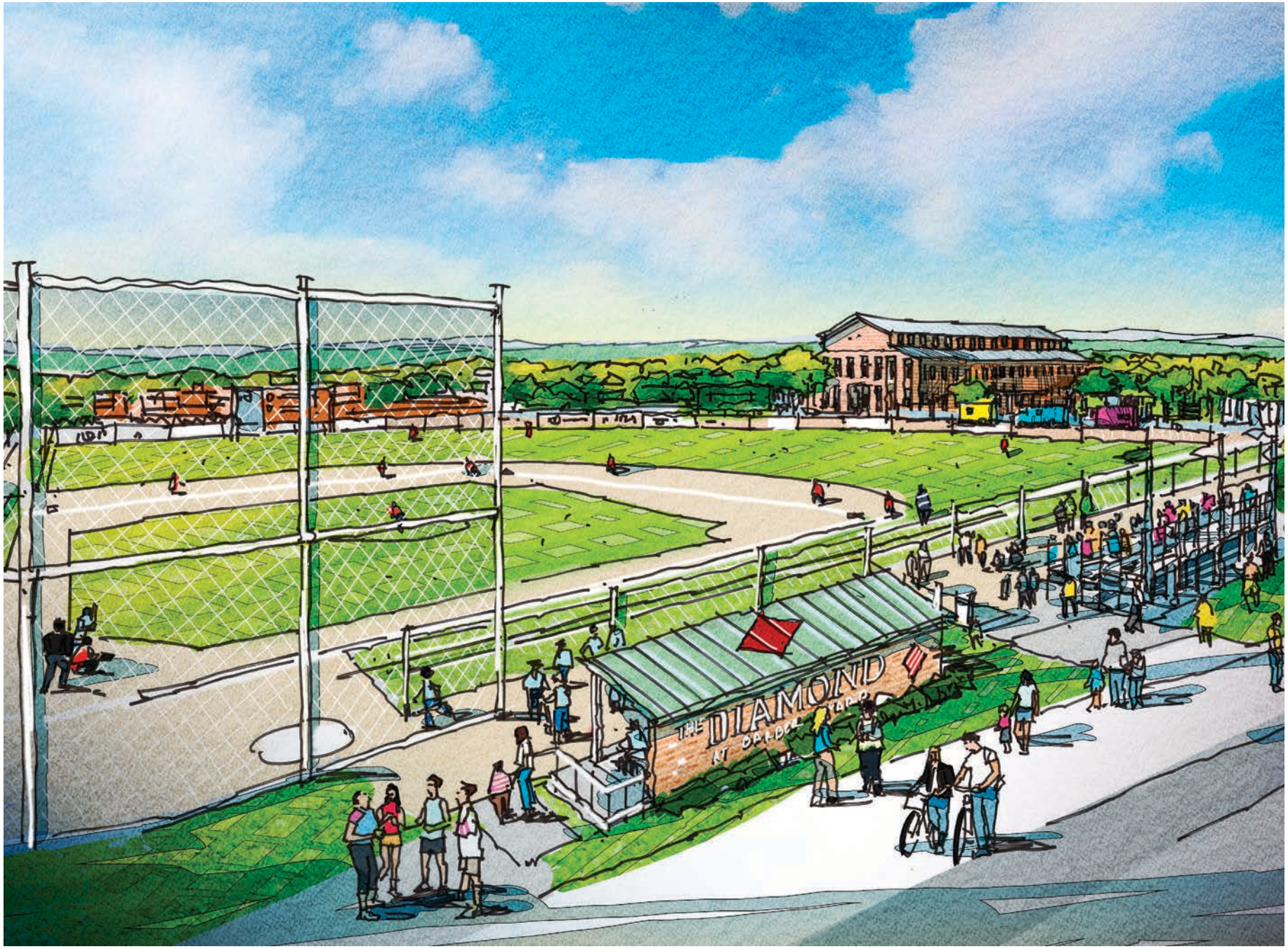


Figure 4.14 Conceptual image of the Diamond at Barber Yard

4.2.3 Social Hub

The Social Hub at full build-out could consist of the Diamond, Diamond Plaza, the Engineering Building, the Shop, and the Square. The general vision for his 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

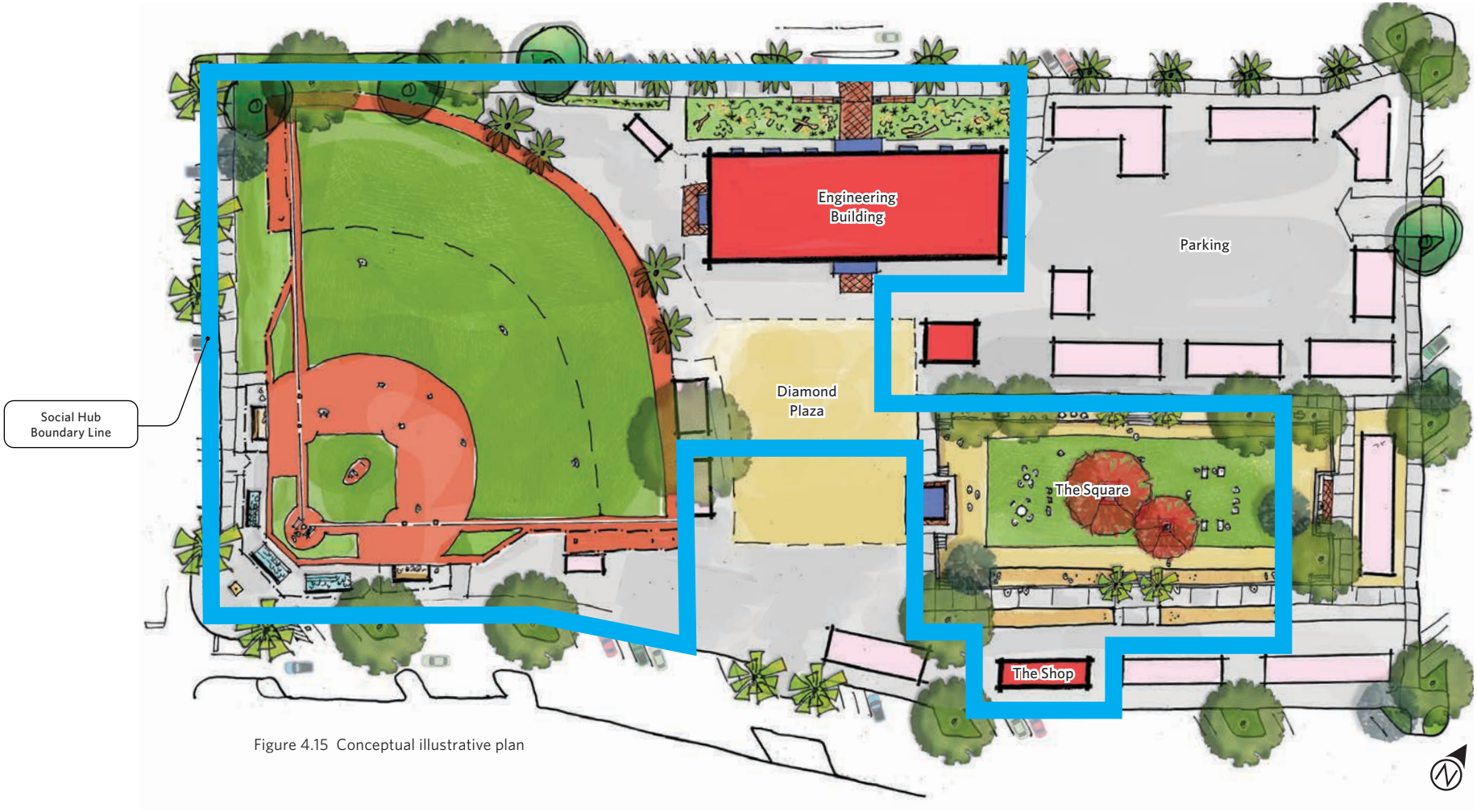


Figure 4.15 Conceptual illustrative plan



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. The Athletics Facility land is zoned R3 in anticipation that the site may entirely convert to residential uses in the future, which would be done within the overall BYSP maximum of 1,250 units.



Figure 4.26 Conceptual illustrative plan

POSSIBLE PROGRAM ELEMENTS

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



Figure 4.27 An example of sports facility



Figure 4.28 An example of sports facility

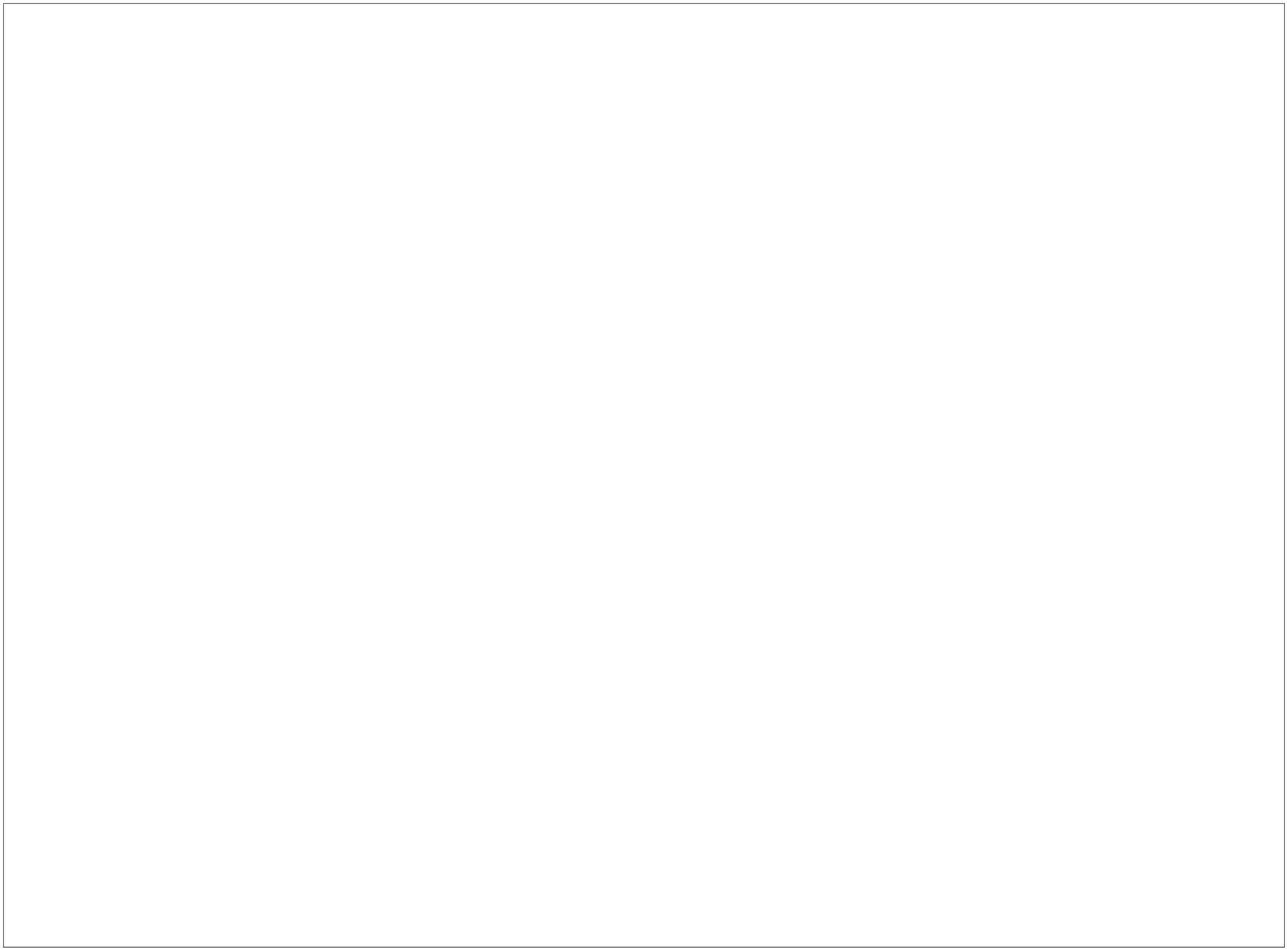


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4.2.5 Dog Park

The Dog Park would serve BYSP residents and visitors with large and small dogs providing an outdoor area for play and off-leash training.



Figure 4.30 Conceptual illustrative plan

POSSIBLE PROGRAM ELEMENTS

- Monument entry sign
- Bench seating
- Natural existing landscape
- Path
- Dog water fountain
- Security lighting
- Fenced area and possibly large unfenced area for free run



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

The Picnic Grove Park is anticipated to be located adjacent to residences, and would act as a recreational opportunity for families. Inclusive play structures and picnic areas are contemplated to be located, as appropriate.



Figure 4.33 Conceptual illustrative plan

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 4.34 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

Ruins Park 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)
- 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.

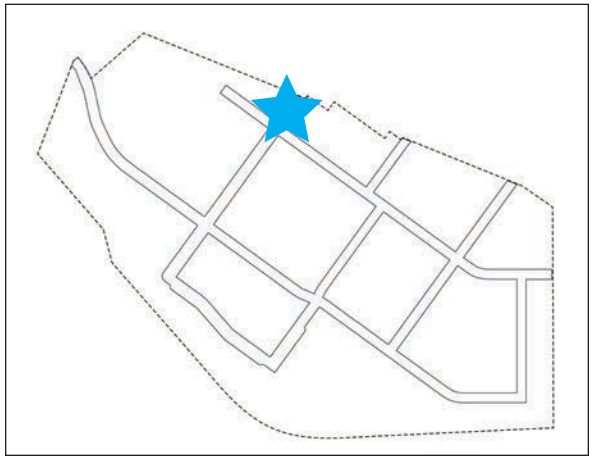


Figure 4.45 Key plan

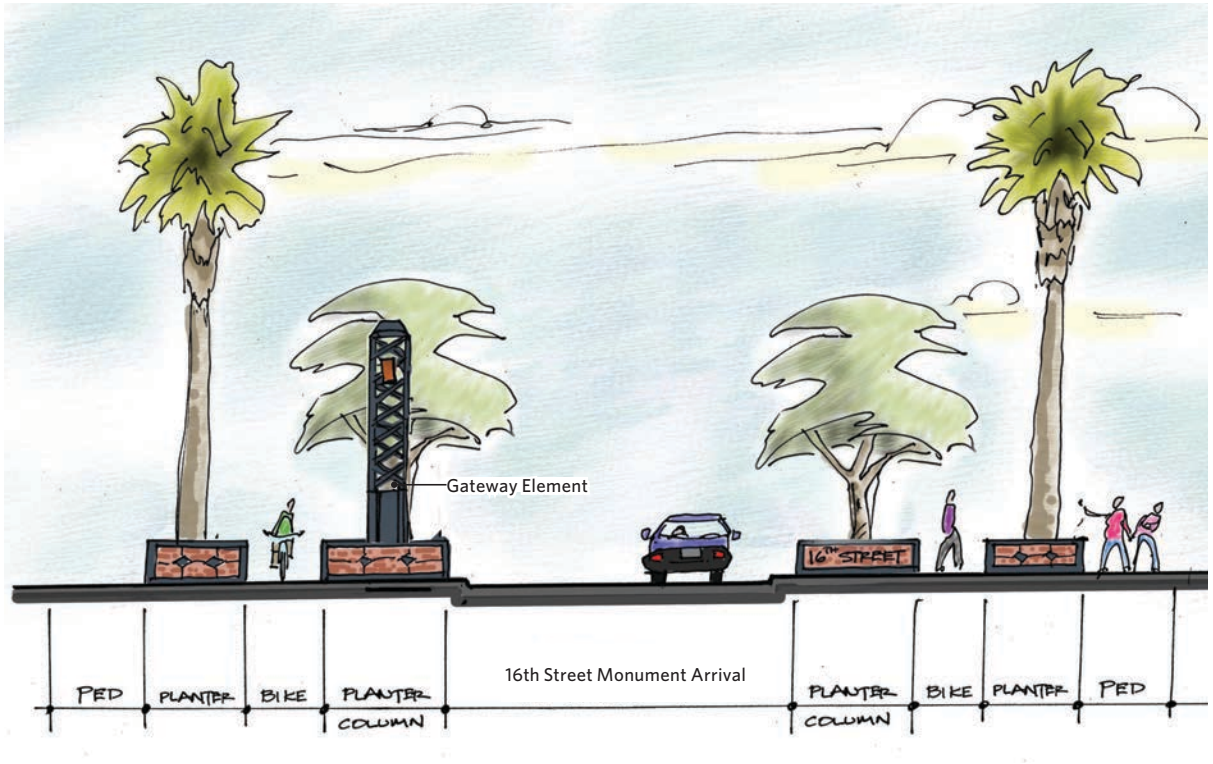


Figure 4.46 Section

4.3.2 Ivy Street Gateway

The gateway at Ivy Street will 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.

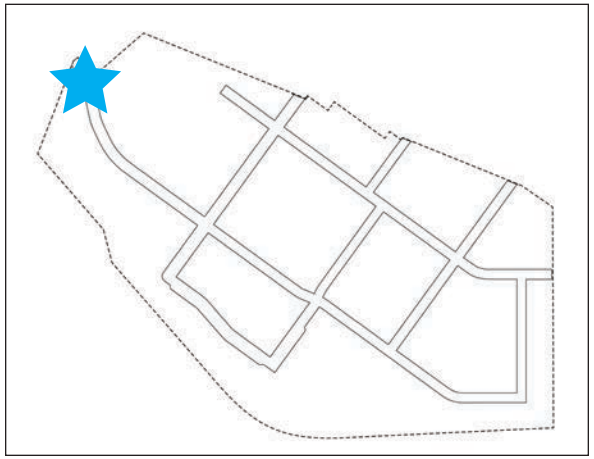


Figure 4.47 Key plan

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.

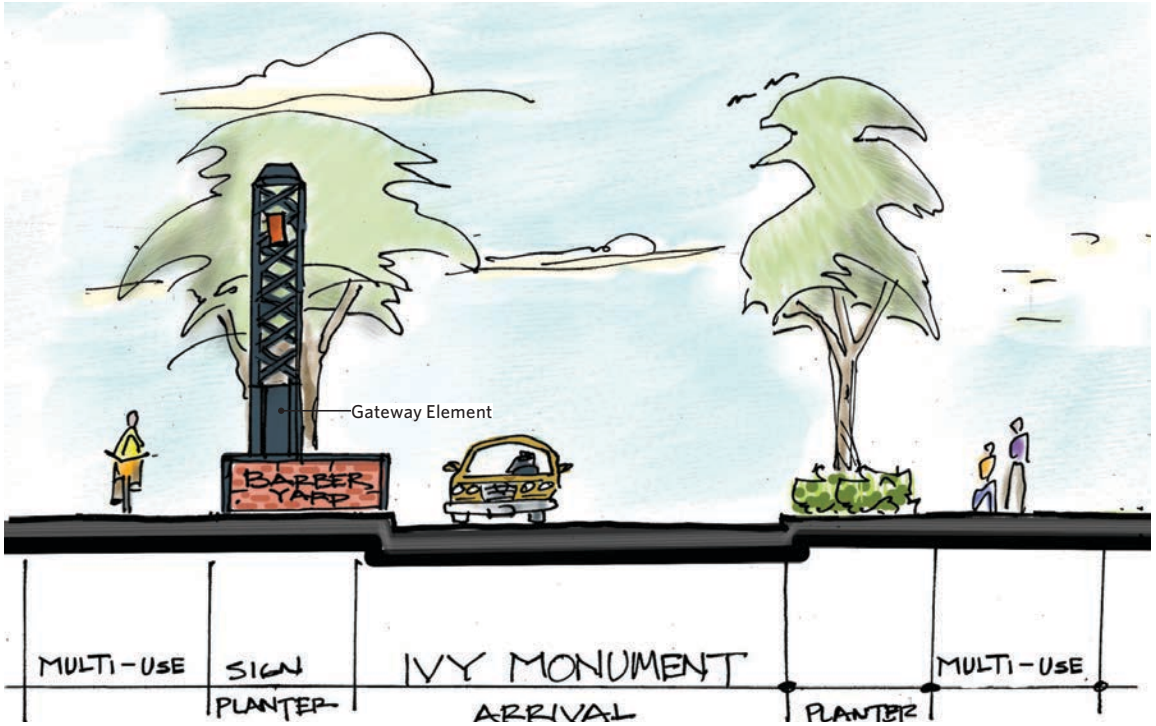


Figure 4.48 Section

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 privacy fence or boundary wall shall 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 Chapter 16.66 shall be provided.

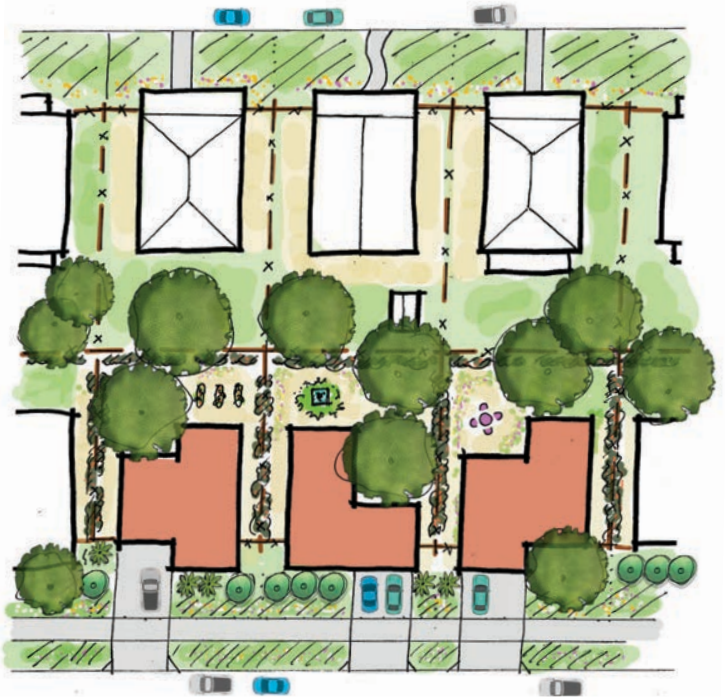


Figure 4.50 Backyard-to-backyard relationship

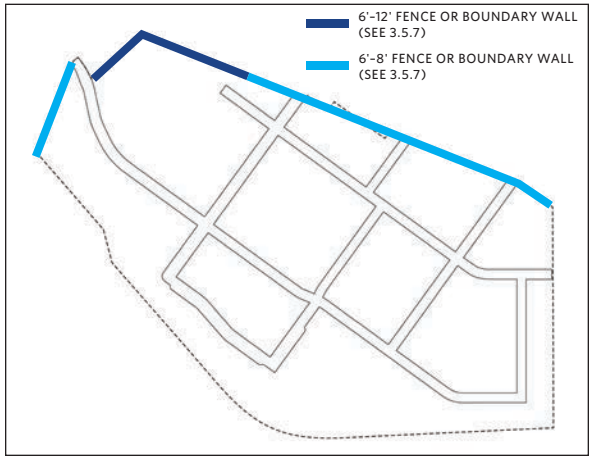


Figure 4.49 Key plan

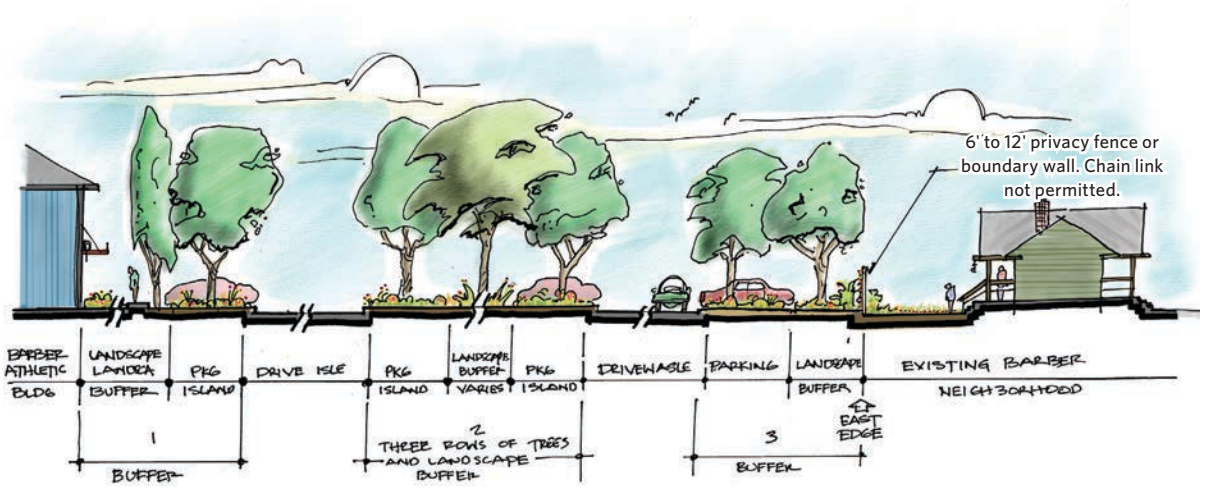


Figure 4.51 Section at potential future athletic facility

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 shall 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 screenviews into the industrial uses.

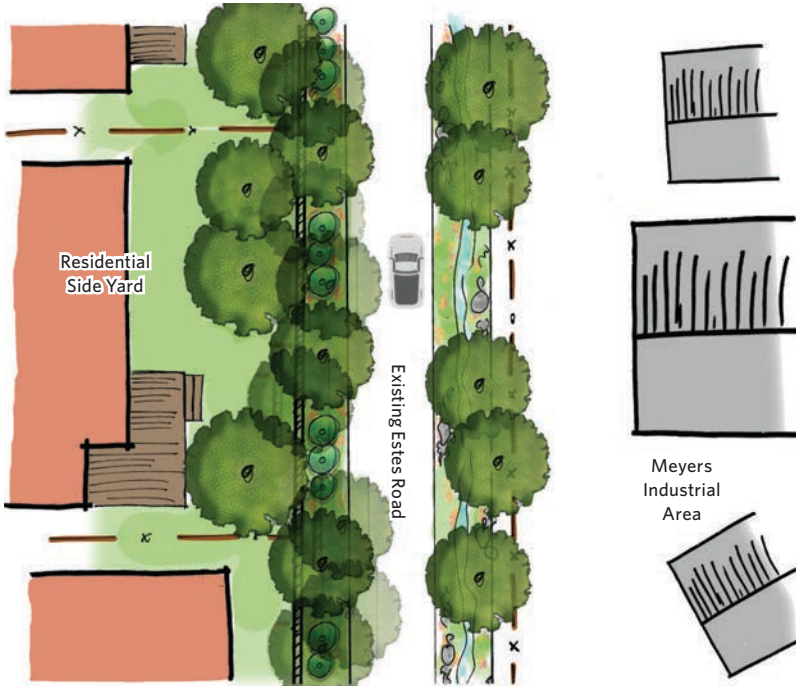


Figure 4.53 Estes Road property boundary condition

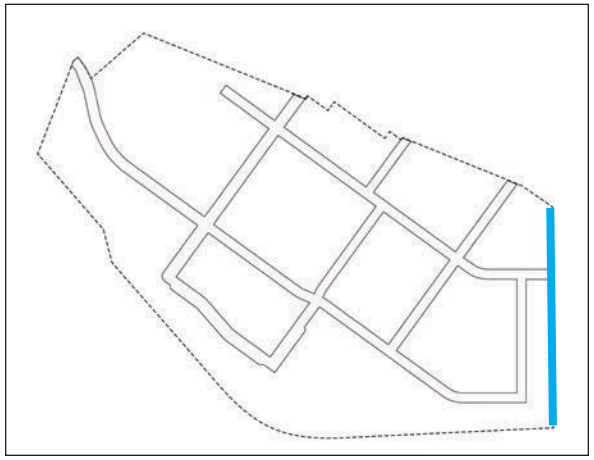


Figure 4.52 Key plan

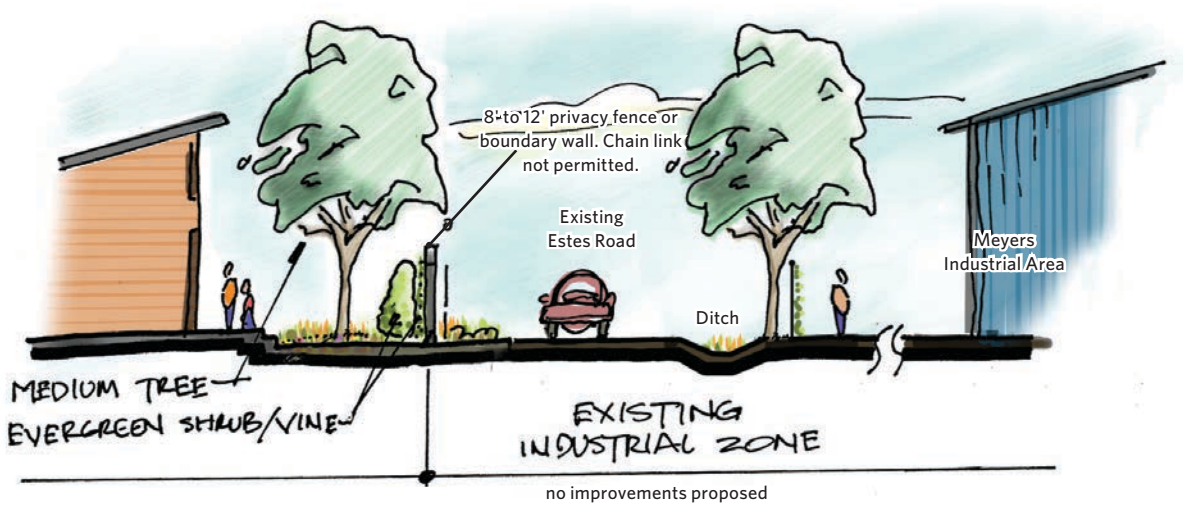


Figure 4.54 Section

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

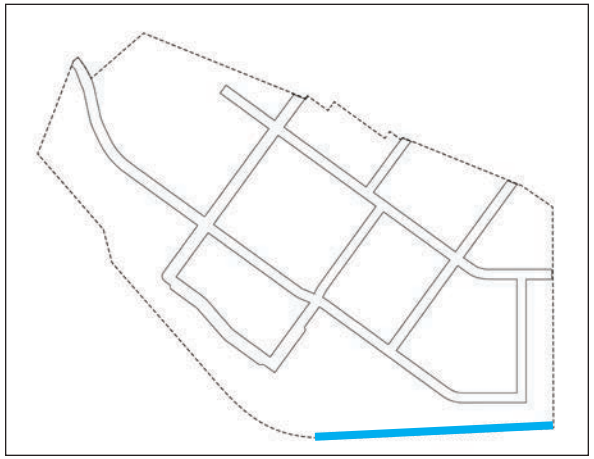


Figure 4.55 Key plan

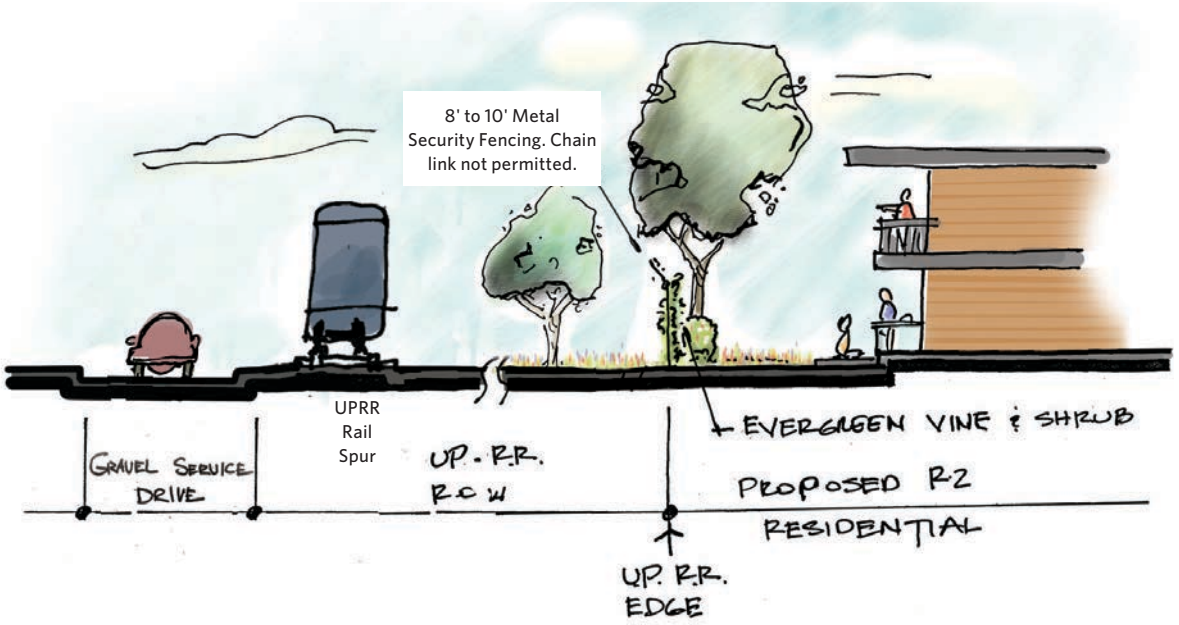


Figure 4.57 Section

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

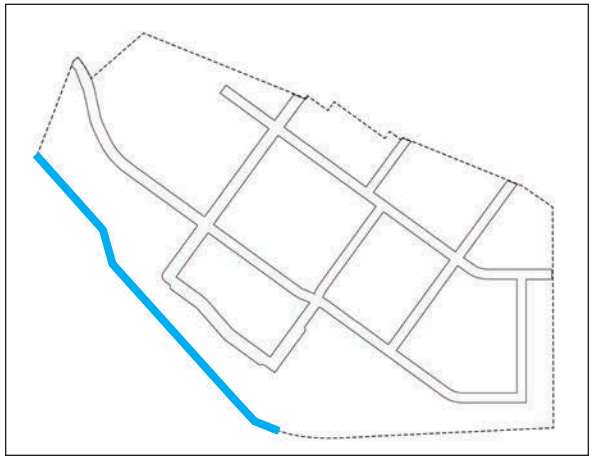


Figure 4.58 Key plan

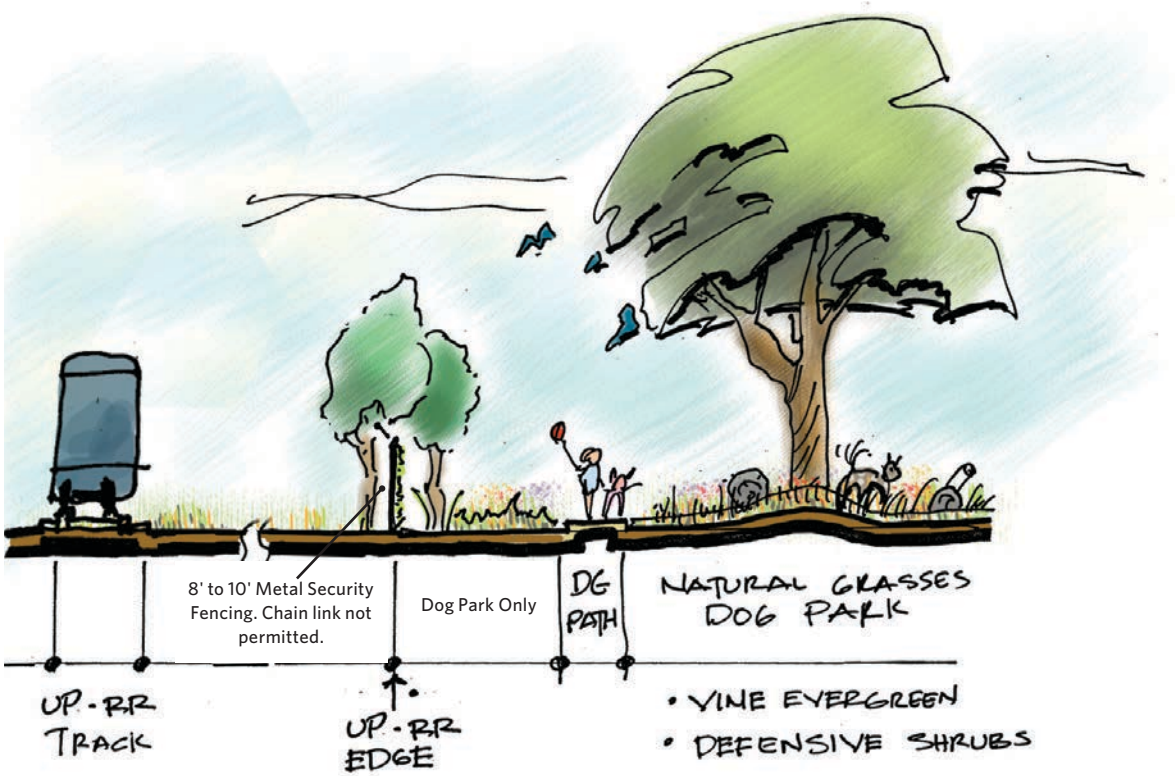


Figure 4.60 Section

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.

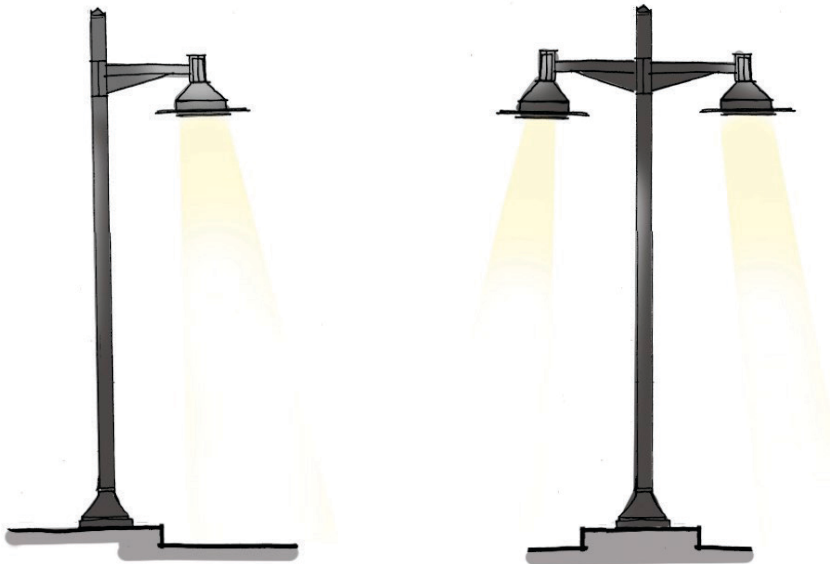


Figure 4.61 Examples of light posts



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

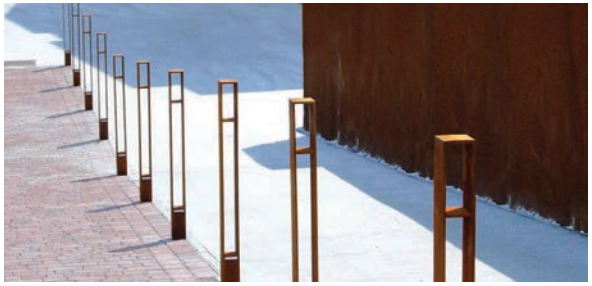


Figure 4.64 Example of bollards



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

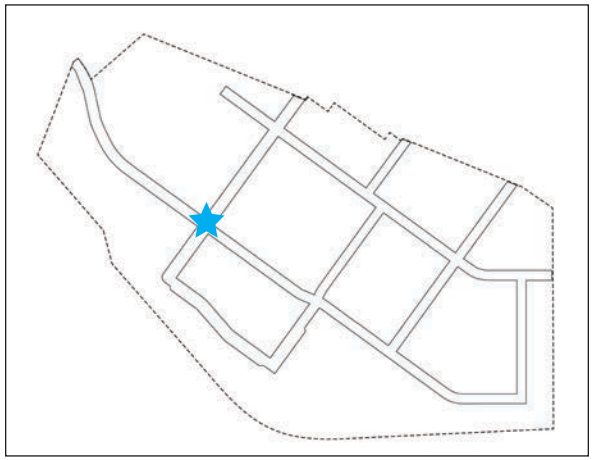


Figure 4.69 Key plan — primary intersection

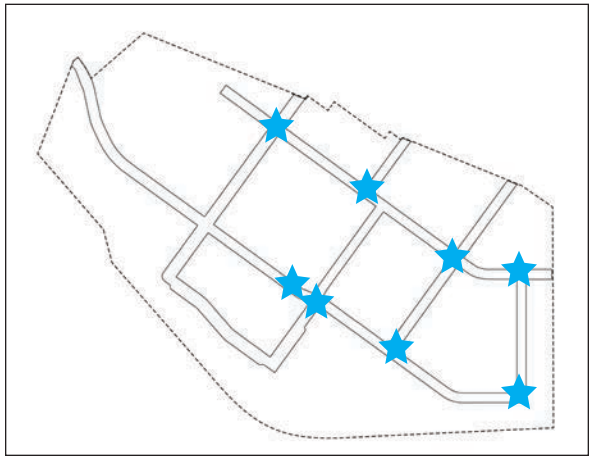


Figure 4.70 Key plan — secondary intersections

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.

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 0–¼" 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
Concrete	Sidewalks, patios, plazas, multi-use paths
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*
Platanus occidentalis	American sycamore
Arbutus marina	Arbutus
Magnolia grandiflora	Southern magnolia
Pistacia chinensis	Chinese pistache
Quercus sp.	Oak
Ulmus sp.	Elm
Vitex agnus-castus	Chaste tree
Zelkova serrata	Sawleaf zelkova
Acer freemanii	Autumn blaze maple
Arbutus menziesii	Madrone
Acer rubrum	Red maple
Ginkgo baloba	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 Ginko



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*
Platanus occidentalis	American sycamore
Acacia baileyana 'Purpurea' (Cootamundra Wattle)	Acacia
Acer sp.	Maple
Arbutus Marina	Arbutus
Carpinus betulus 'Frans Fontaine'	European Hornbeam
Cedrus deodara	Deodar Cedar
Cercis Canadensis	Eastern Redbud
Cinnamomum camphora	Camphor Tree
Citrus	Citrus
Cupressocyparis leylandii	Leyland Cyspress
Cupressus sempervirens	Italian Cypress
Koelreuteria paniculata	Chinese Flame Tree
Magnolia grandiflora	Southern Magnolia
Melaleuca quinquenervia	Cajeput Tree
Olea europaea (fruitless varities)	Olive
Pistacia chinensis	Chinese Pistache
Podocarpus species	Fern Pine
Quercus sp.	Oak
Sapium sebiferum	Chinese Tallow Tree
Ulmus sp.	Elm
Vitex agnus-castus	Chaste Tree
Zelkova serrata	Sawleaf Zelkova
Acer freemanii	Autumn Blaze Maple
Arbutus menziesii	Madrone
Acer rubrum	October Glory
Ginkgo baloba	Maidenhair Tree
Redbud, Forest Pansy	Cercis x 'Forest Pansy'
Maple, Pacific Sunset	A. truncatum x A. platanoids
Beech, Rivers Purple	Fagus sylvatica '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*
Arctoheca calendula	Cape Weed
Bergenia crassifolia	Winter-Blooming Bergenia
Ceanothus species	Wild Lilac
Convolvulus mauritanicus	Ground morning glory
Coprosma Verde Vista	N/A
Dymondia margaretae	N/A
Festuca sp.	Fescue
Fragaria chiloensis	Wild Strawberry
Gazania sp.	N/A
Helictotrichon sempervirens	Blue Oat Grass
Hemerocallis sp.	Day Lily
Iris douglasiana	Douglas Iris
Lantana sp.	Lantana
Liriope muscari	Lily Turf
Myoporum parvifolium	N/A
Osteospermum fruticosum	Triling African Daisy
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary
Scaevola 'Mauve Clusters'	N/A
Stipa pulchra	Purple Needlegrass
Trachelospermum asiaticum	N/A
Calamagrostis acutiflora	Karl Forester
Vinca Minor	Dwarf Periwinkle
Muhlenbergia rigens	Deer Grass
Loropetalum Chinese	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*
Campsis radicans	N/A
Clematis armandii	Evergreen Clematis
Clytostoma callistegiodes	Lavender Trumpet Vine
Distictis sp.	Trumpet Vine
Hardenbergia violacea	Happy Wanderer
Jasminum polyanthum	Jasmine
Parthenocissus tricuspidata	Boston Ivy
Solanum jasminoides	Potato Vine
Wisteria sinensis	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 connectivity. 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. How-ever, 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.

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.

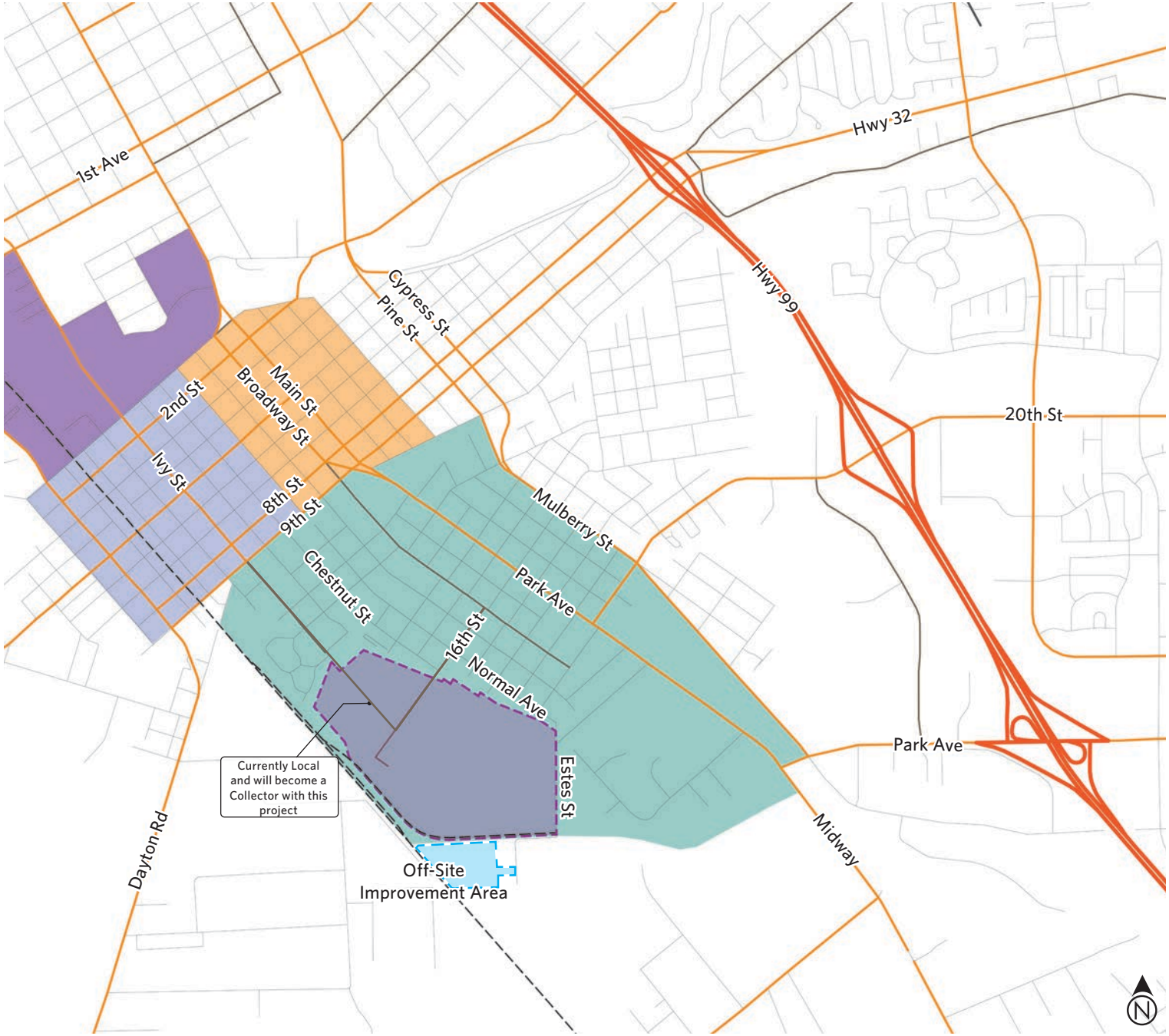


Figure 5.1 Existing street network

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

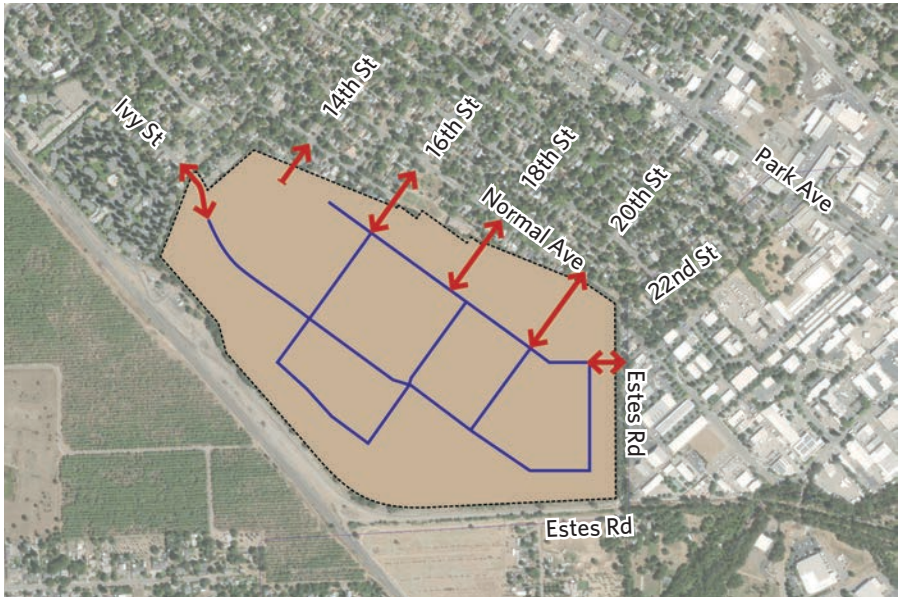


Figure 5.6 Connections

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,

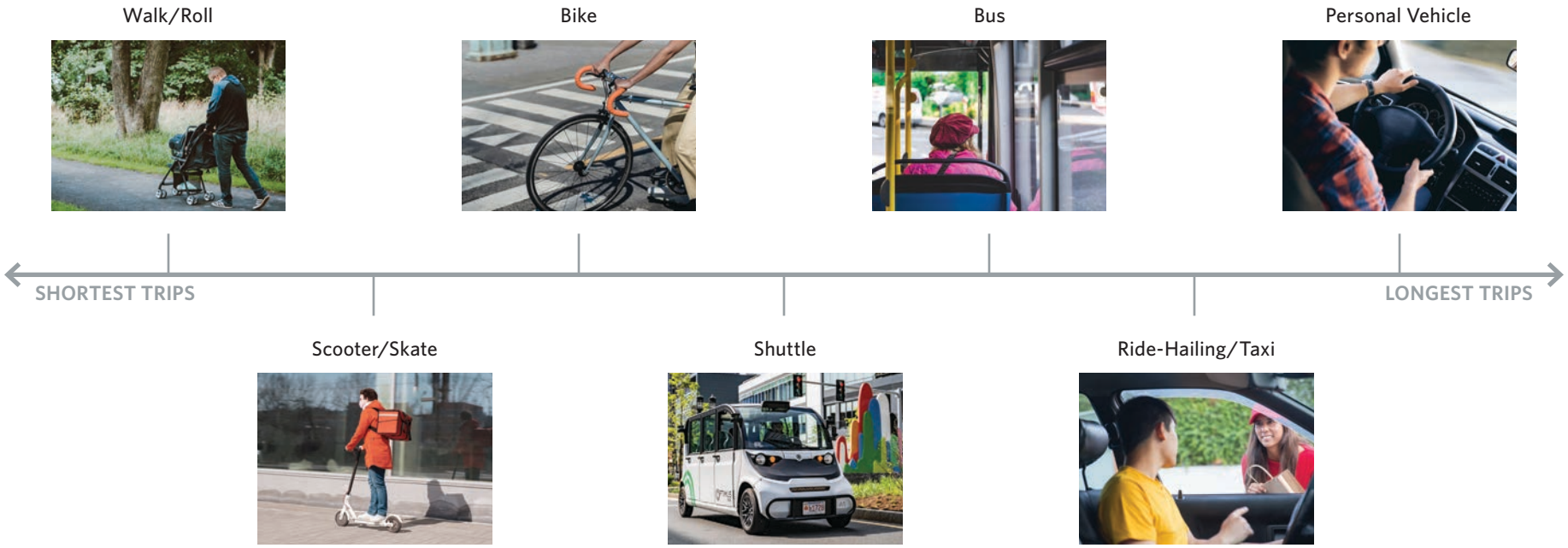


Figure 5.7 Travel mode by ideal trip length

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 regionally, 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 connectivity. 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 infrastructure 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 requirements, 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.

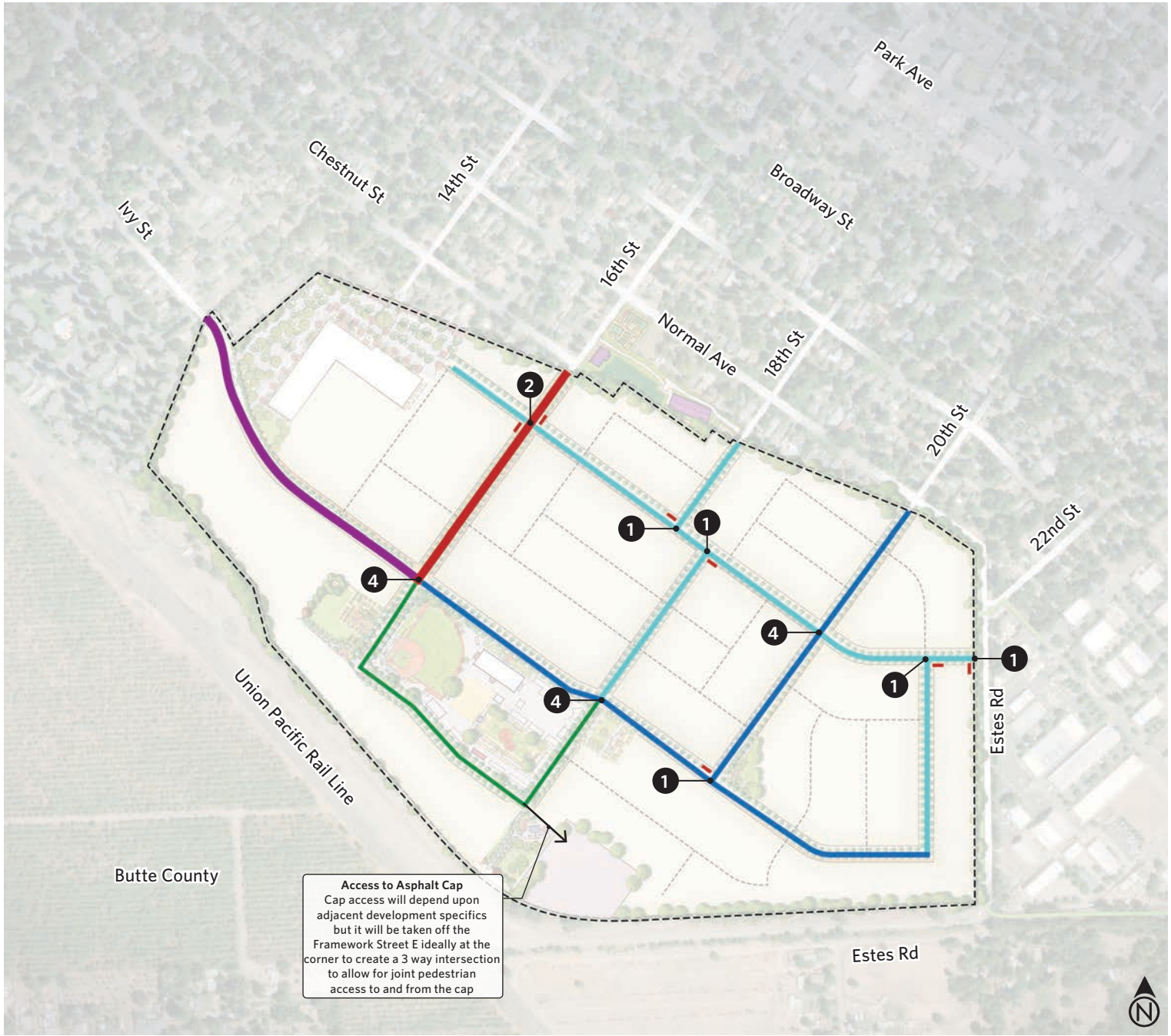


Figure 5.8 Street hierarchy/ Traffic control

- BYSP BOUNDARY
- FRAMEWORK STREET - 16TH ST (ON-SITE)
- FRAMEWORK STREET - IVY ST (ON-SITE)
- FRAMEWORK STREET TYPE B (ON-SITE)
- FRAMEWORK STREET TYPE C (ON-SITE)
- FRAMEWORK STREET TYPE E
- SUPPORTING STREET TYPES*
- STOP SIGN
- ##-WAY STOP

*NOTE: SUPPORTING STREETS SHOWN FOR REFERENCE ONLY. FINAL LOCATION TBD AT SUBDIVISION STAGE. SUPPORTING STREETS WILL HAVE A STOP SIGN WHERE THEY INTERSECT WITH FRAMEWORK STREETS.

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.

Refer to the EIR and DA for provisions regarding off-site infrastructure in conjuntion with the development of the BYSP Area.

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 separation from vehicular traffic and an approximate 10-foot width.

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.



Figure 5.9 Pedestrian infrastructure plan

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.

Refer to the EIR and DA for provisions regarding off-site infrastructure in conjuntion with the development of the BYSP Area.

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 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) 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.



Figure 5.12 Street hierarchy

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

5.6.3 Framework Streets

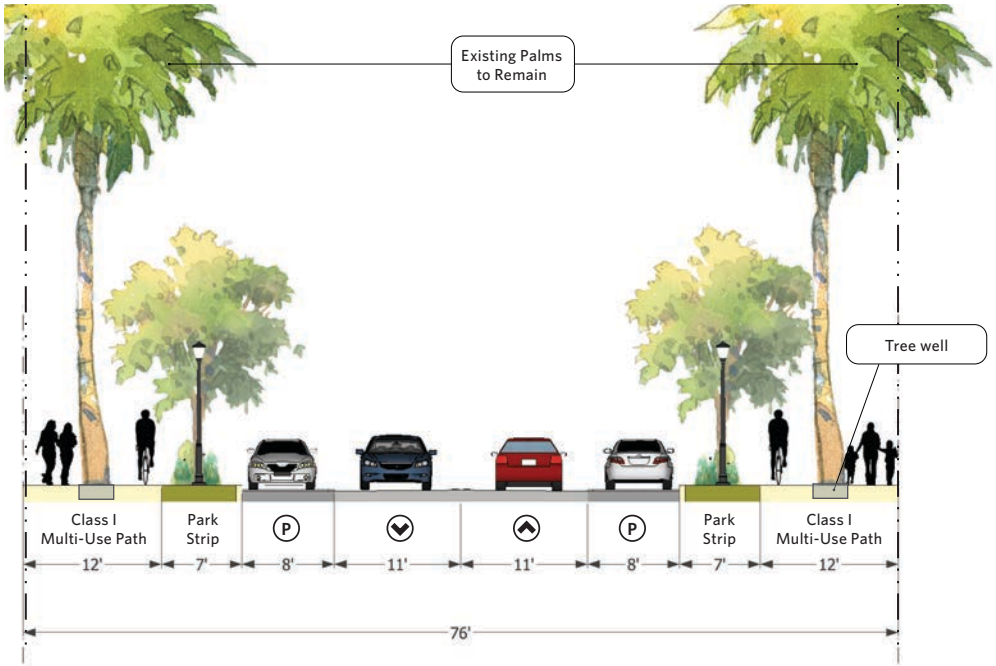


Figure 5.13 16th Street within BYSP Area

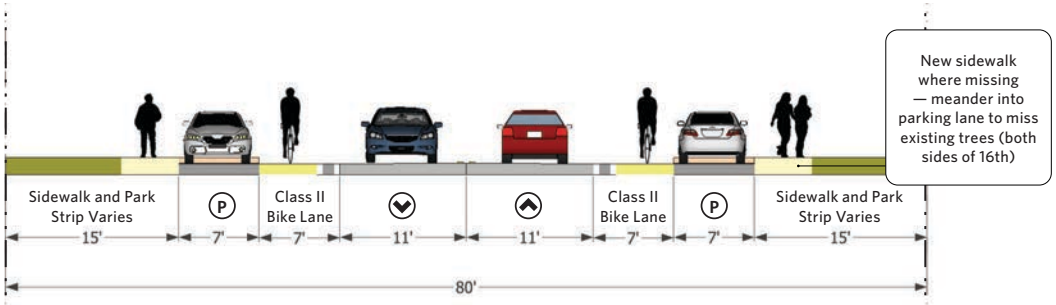


Figure 5.14 16th Street outside of BYSP Area

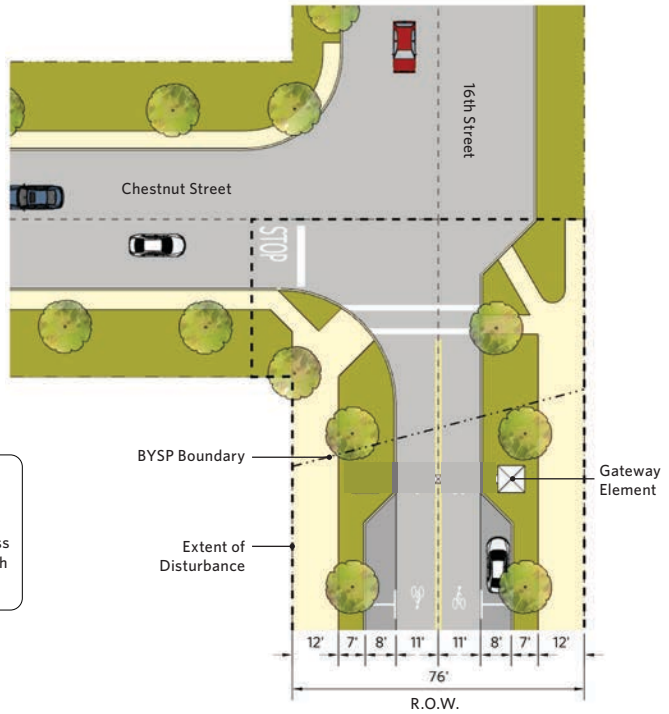


Figure 5.15 Transition area where 16th Street crosses in and out of the BYSP Area

Note: Vertical curbs are required on framework streets

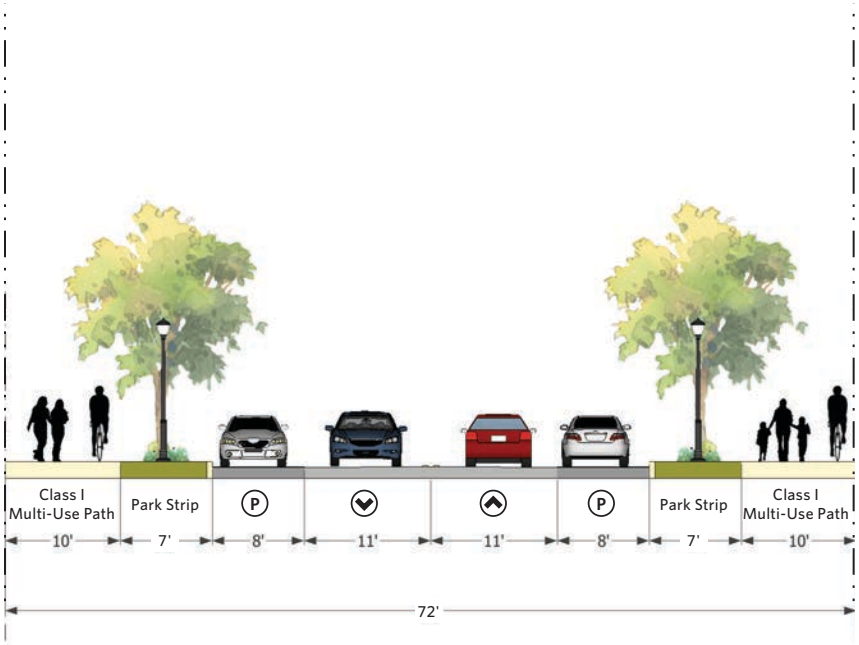


Figure 5.16 Ivy Street within BYSP Area

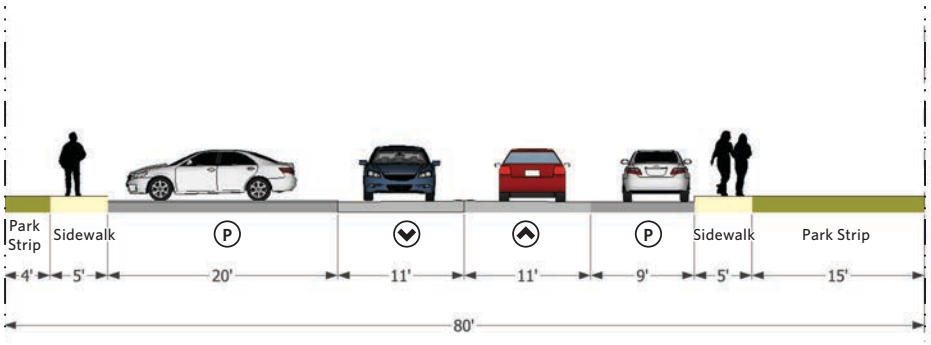


Figure 5.17 Ivy Street outside of BYSP Area

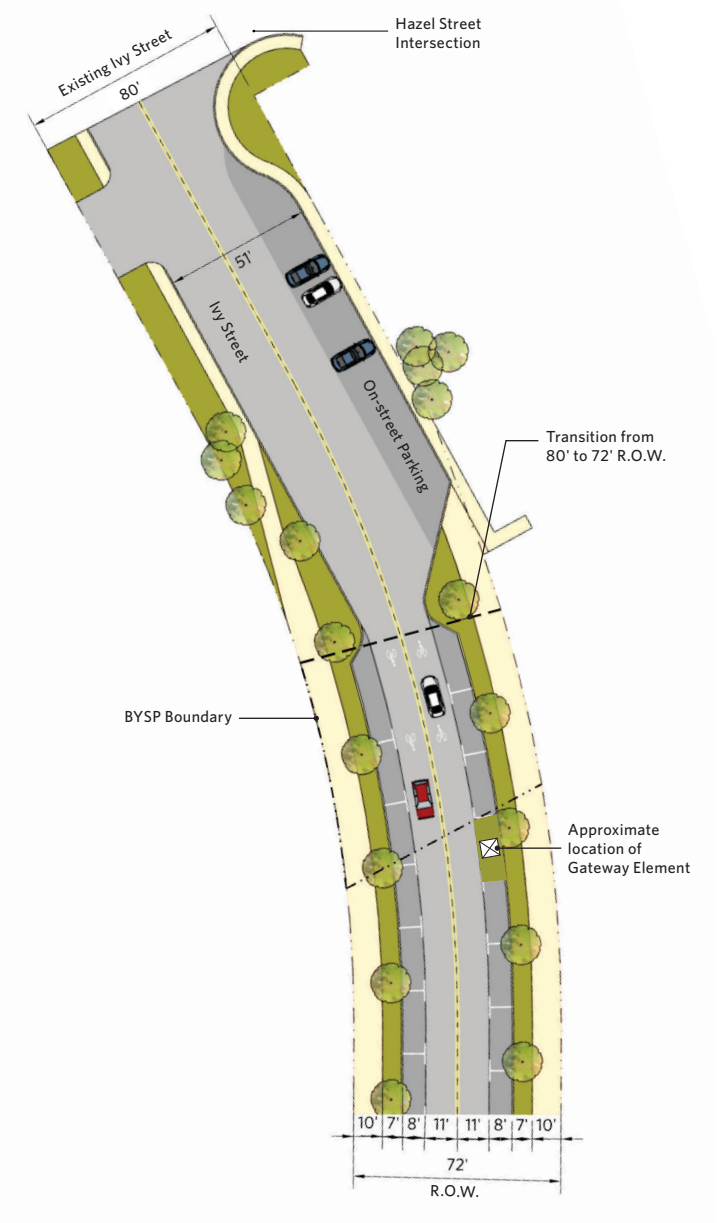


Figure 5.18 Transition area where Ivy Street crosses in and out of the BYSP Area

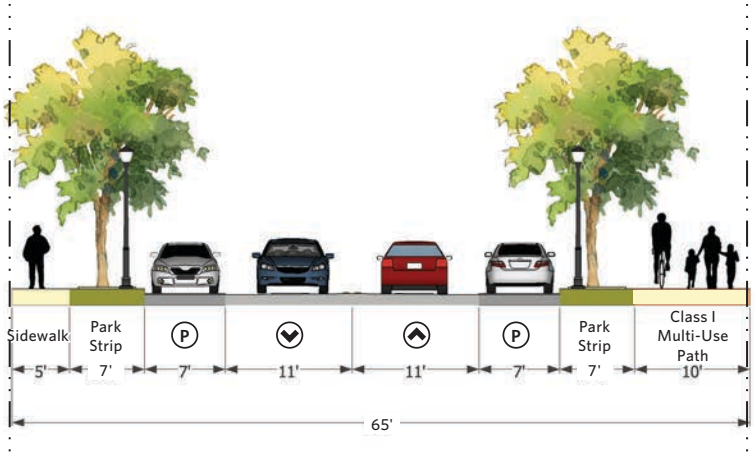


Figure 5.19 Framework Street Type B

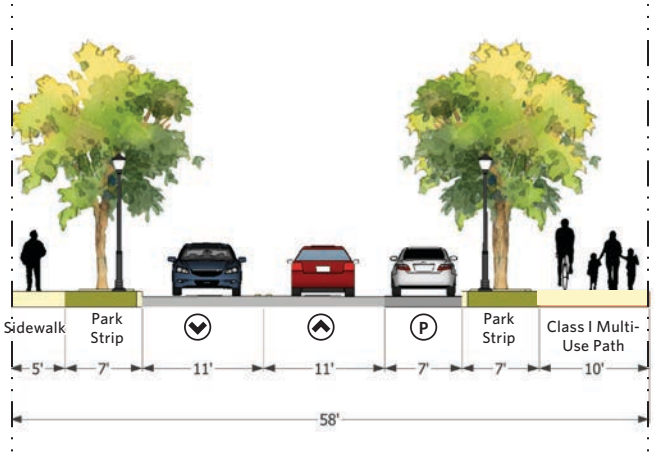


Figure 5.21 Framework Street Type D

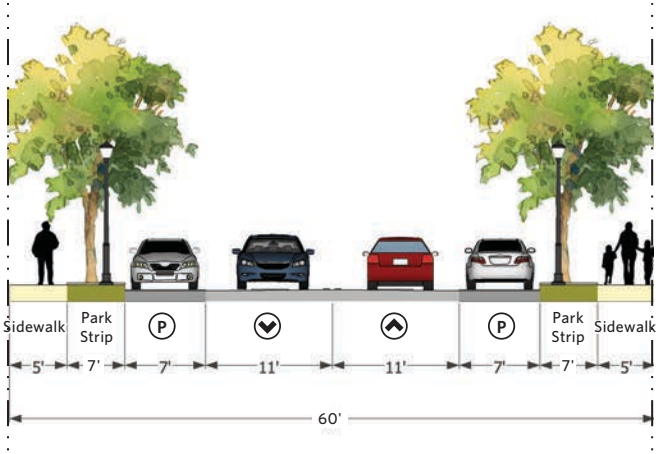


Figure 5.20 Framework Street Type C

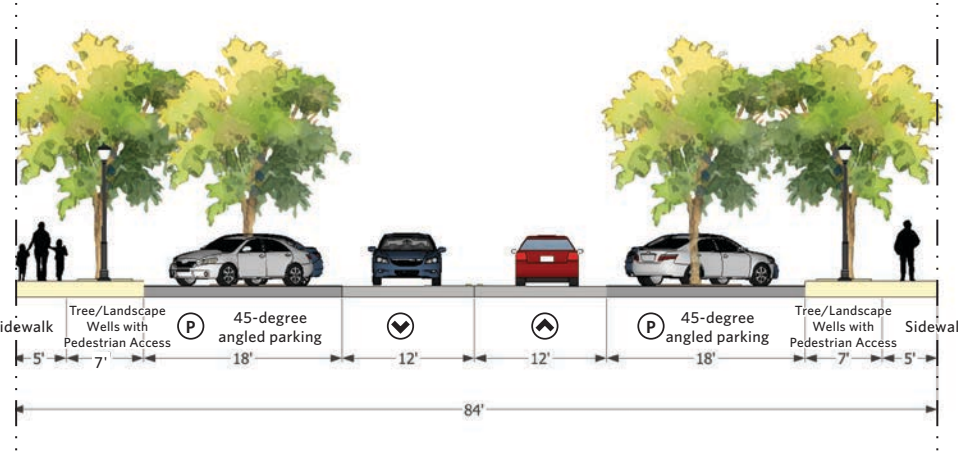


Figure 5.22 Framework Street Type E

5.6.4 Supporting Streets

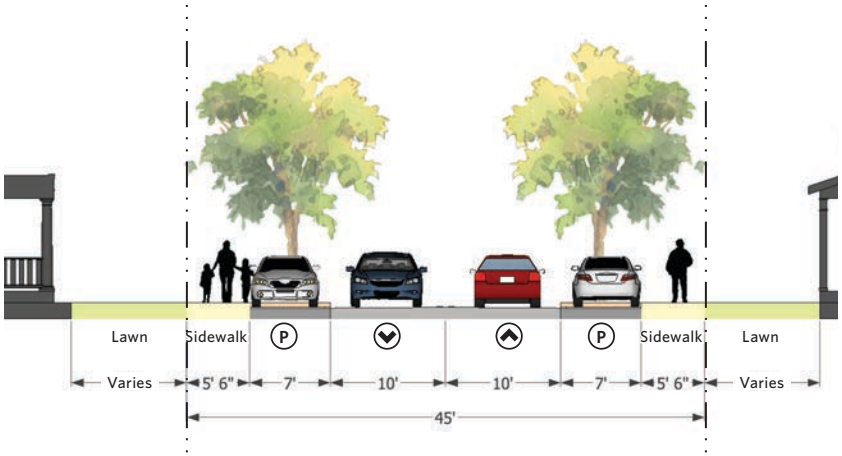


Figure 5.23 Supporting Street Type A

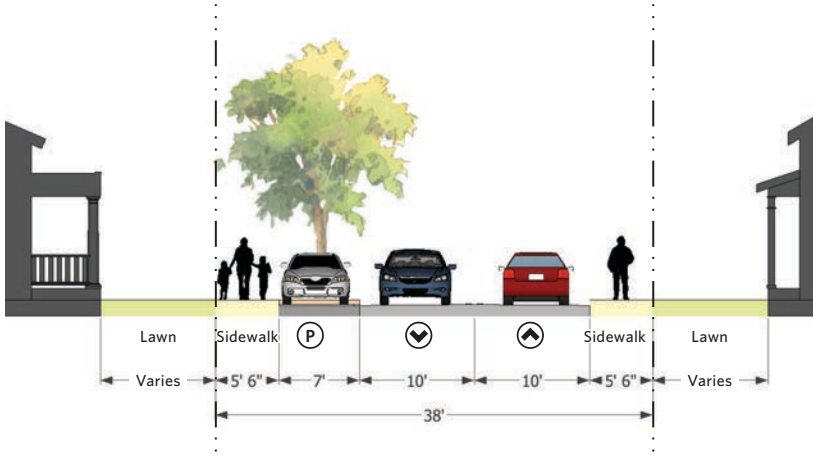


Figure 5.24 Supporting Street Type B

Note: Rolled curbs are permitted on supporting streets

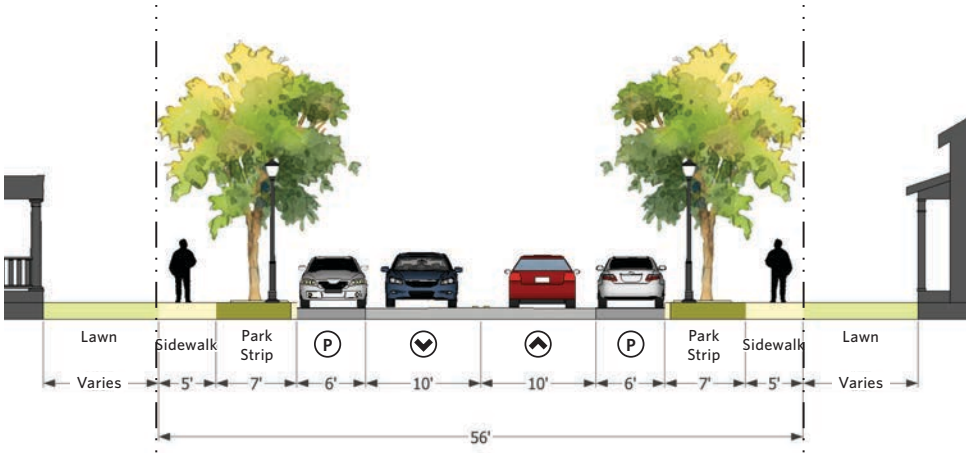


Figure 5.25 Supporting Street Type C

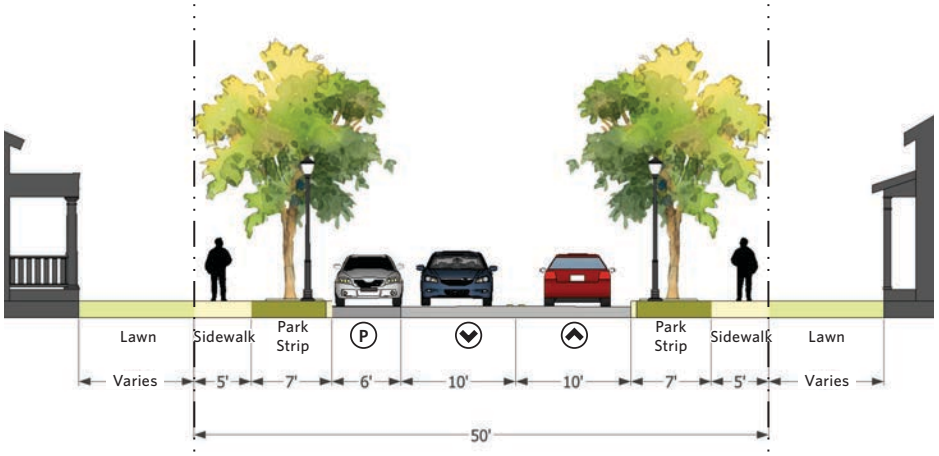


Figure 5.26 Supporting Street Type D

5.6.5 Alleys & Private Drives

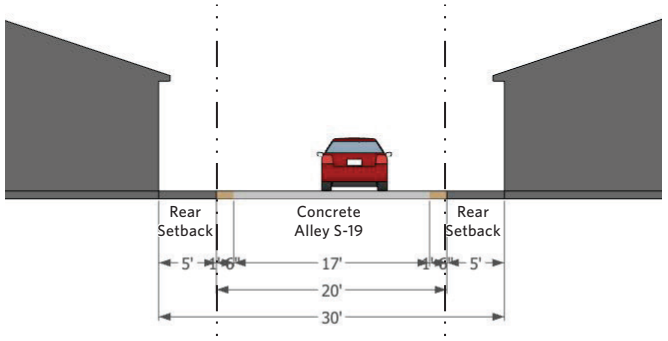


Figure 5.27 Residential Alley (Public)

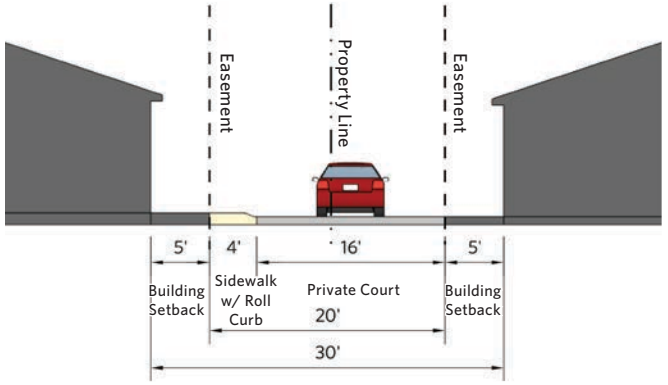


Figure 5.28 Private Drive (See figure 3.11)

5.6.6 Perimeter Connections

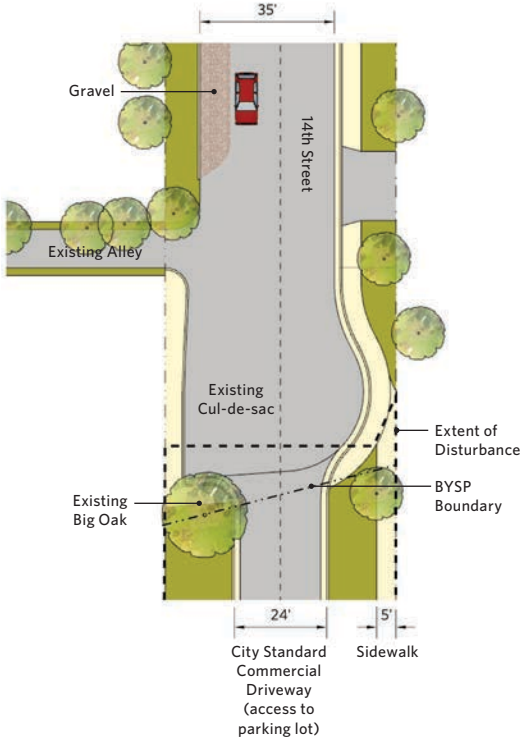


Figure 5.28 A 14th Street Connection

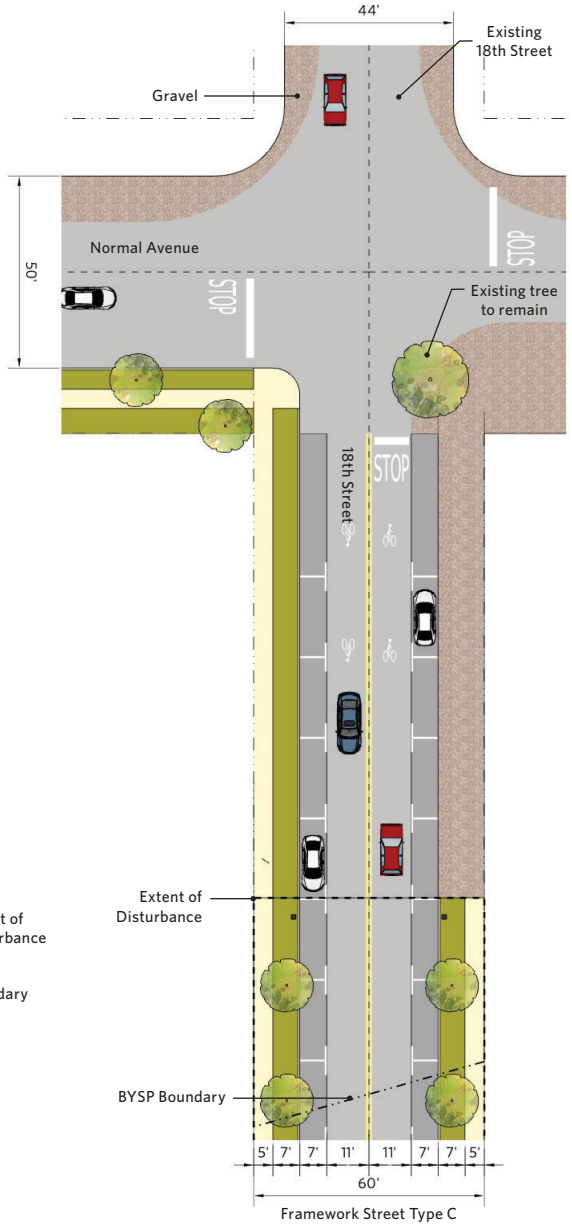


Figure 5.28 B 18th Street Connection

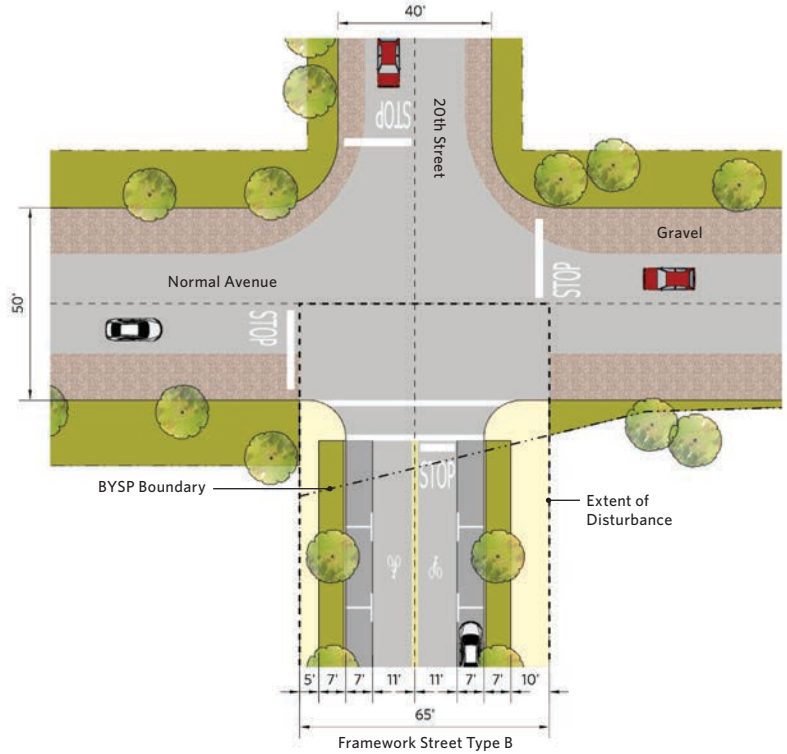


Figure 5.28 C 20th Street Connection

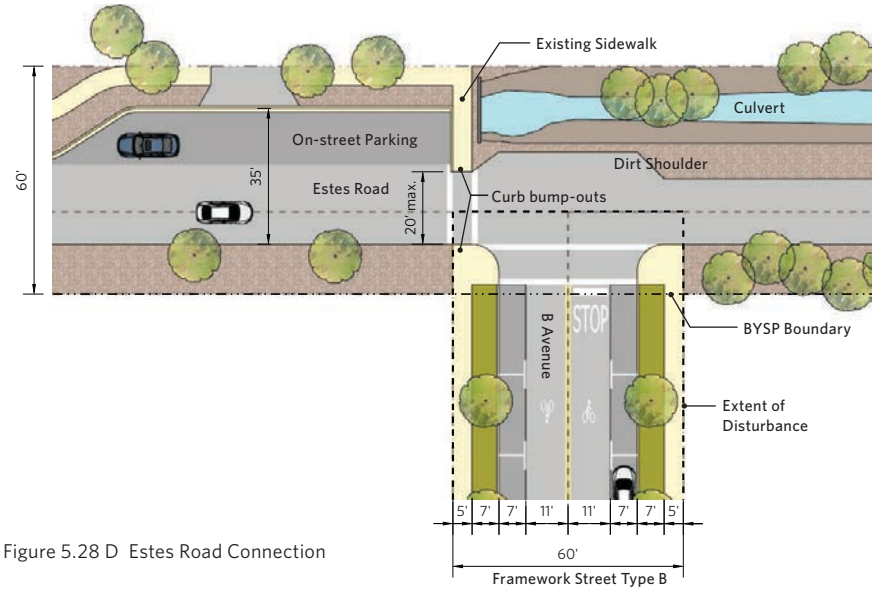


Figure 5.28 D Estes Road Connection

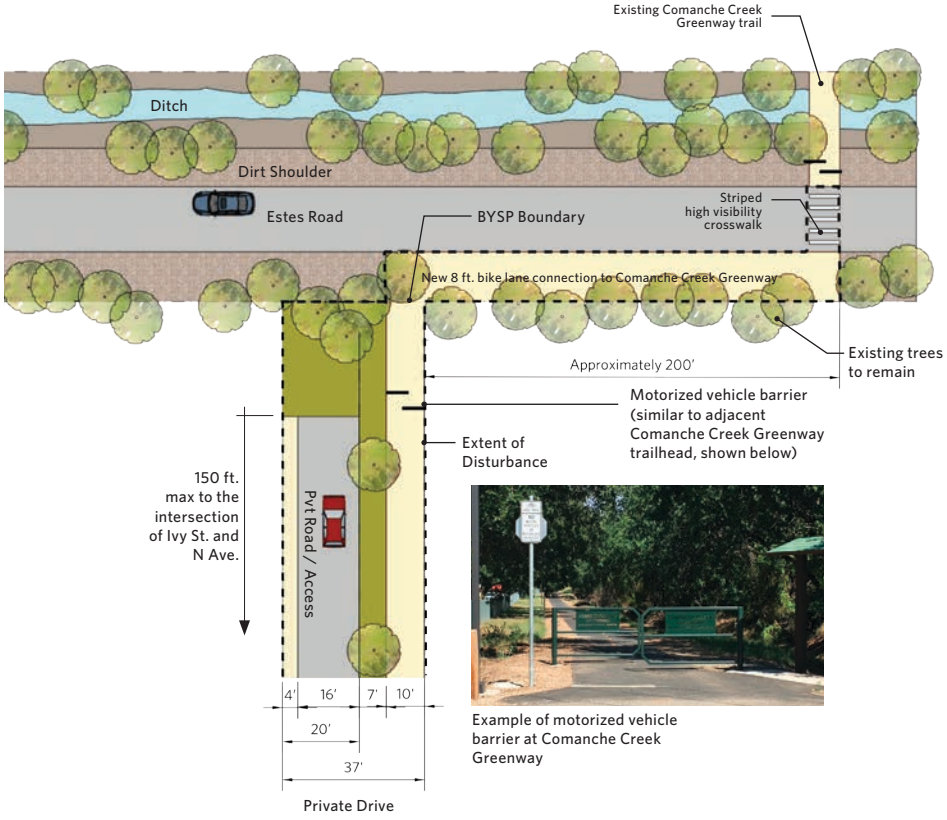


Figure 5.28 E Public Bike Path Connection

5.7 Traffic Calming

5.7.1 Overview

The street network proposed within the site 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 identifying possible traffic calming measures within the planning area. Figures 5.37–5.39 represent possibilities from the city's NTMP.

Precise methods to be used will be recommended by City Development Engineering and subject to Planning Commission approval during the Subdivision Map process and installed at the time of initial street construction. Consideration for traffic calming will primarily include framework streets and relatively long blocks where speeding might be enticing.



Figure 5.29 Plan of likely traffic calming locations

Figure 5.30 Intentionally left blank

Figure 5.31 Intentionally left blank

Figure 5.32 Intentionally left blank

Figure 5.33 Intentionally left blank

Figure 5.34 Intentionally left blank

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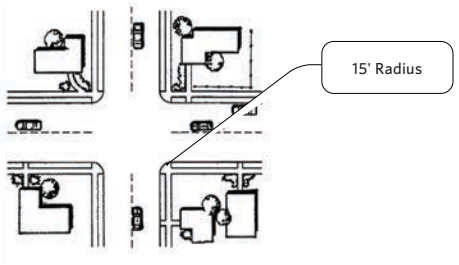


Figure 5.36 15-foot intersection radius at curb returns

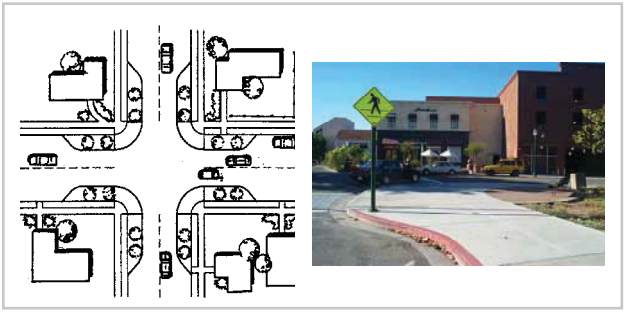


Figure 5.37 Intersection bulbouts/neckdown

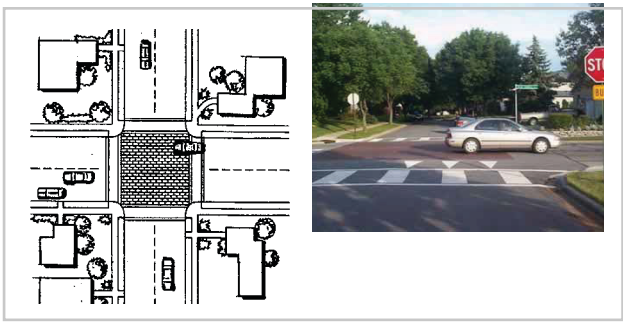


Figure 5.38 Speed platform/raised intersection

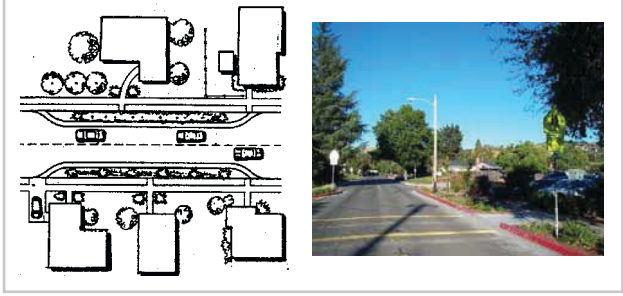


Figure 5.39 Neckdown/choker

Chico Traffic Management Program and SWCNIP

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 potential overflow parking. Access to the asphalt cap will be from Framework Street Type E (see Fig. 5.8).

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.



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

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-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), studies 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 with the extended rail service, made available under certain circumstances, along the northwest edge of the asphalt cap, described in the Barber Yard Development Agreement. Implementation of the rail extension is speculative and is not part of the BYSP.



Figure 5.41 B-line transit plan

BYSP BOUNDARY

BUS STOP

FIXED ROUTE

SUPPORTING STREET TYPES*

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

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



Figure 6.2 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.

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.

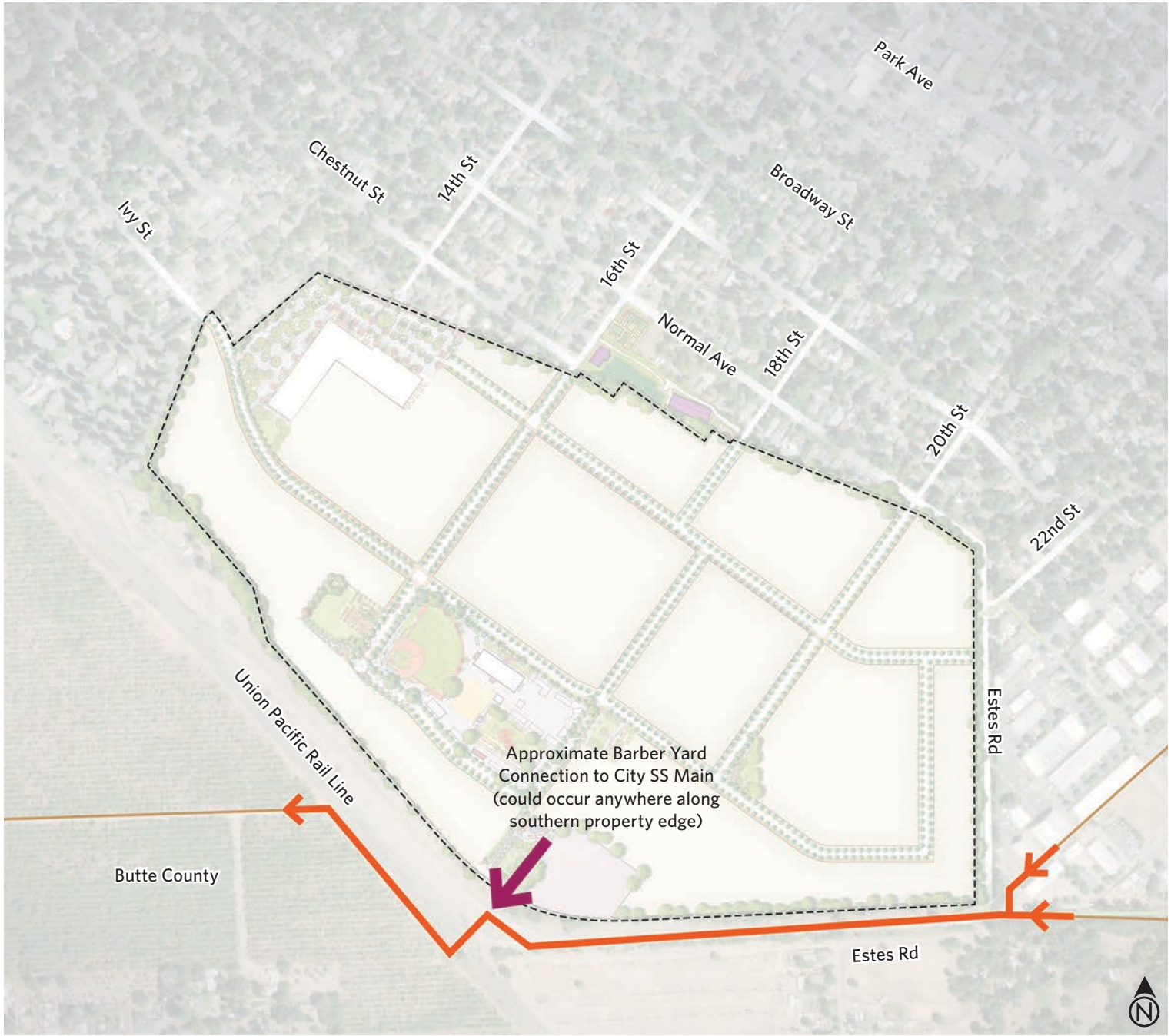


Figure 6.3 Sewer Connection

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 2025 Sewer Master Plan Update 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 2025. 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. Storm events up to the two-year event 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 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 may collect runoff and direct it to a combination water quality and detention basin near the southwest corner, within an approximately 13.5 acre off-site stormwater basin parcel. 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. One potential storm drain alignment option to Comanche Creek is being considered, as shown on Fig 6.5. This alignment travels directly southeast from the stormwater basin to the creek. Best construction methods will be used per the mitigation measures (see Appendix).

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 approximately 13.5-acre off-site stormwater basin parcel (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. See 7.2.4 for more detail on Special Assessment Districts and Community Maintenance Districts, which maintain infrastructure over time. Off-site detention is preferred, subject to obtaining all necessary approvals under applicable laws and regulations prior to approval of the first tentative subdivision map for the project. On-site detention will be implemented if all necessary approvals are not obtained prior to approval of the first tentative subdivision map for the project. Off-site detention may proceed if the necessary approvals are obtained after the approval of the first tentative subdivision map, to the extent consistent with approved tentative subdivision maps for the project. Neither option requires a Specific Plan amendment.

If permitted by all relevant agencies, as contemplated in the Barber Yard Development Agreement, developer shall design the stormwater basin to accommodate additional stormwater from the existing conveyance along Estes Road (Crouch Ditch drainage), subject to obtaining all necessary approvals under applicable laws and regulations. Accommodating additional stormwater runoff from the existing conveyance along Estes Road shall only be required if stormwater facilities are located off-site.

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.

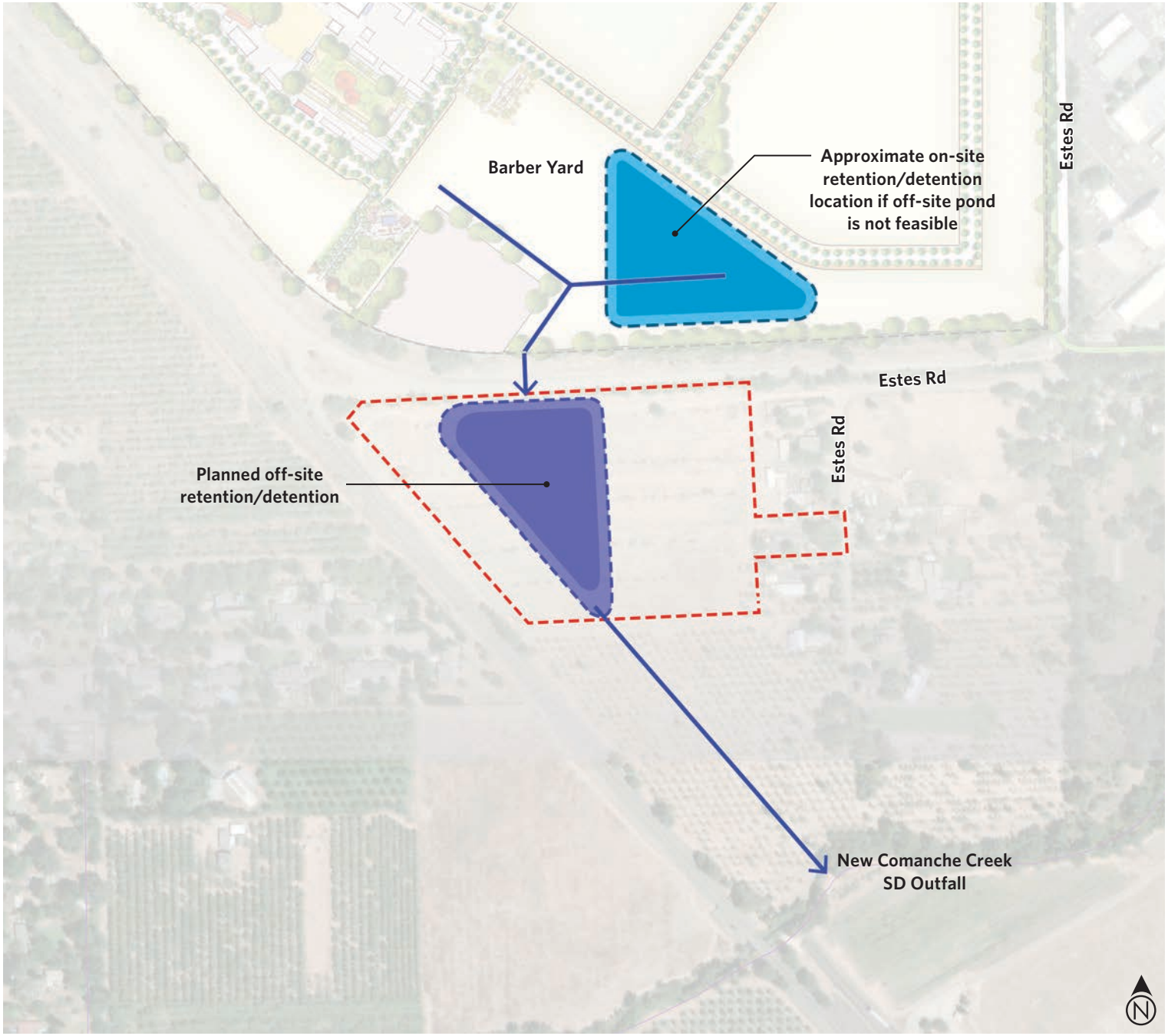


Figure 6.5 Stormwater pond options

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


VEZA
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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), Statewide 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 all private on-site facilities, including common areas, trails, pathways, and various infra-structure 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.

Infrastructure phasing will be submitted via phased improvement plans, in compliance with local, State, and Federal requirements for subdivisions of land. Engineering will review and approve phased improvement plans to ensure continuity of infrastructure and that it remains functional overall through incremental buildout. In the interest of continuity, some components may need to be extended outside the limits of a specific phase.

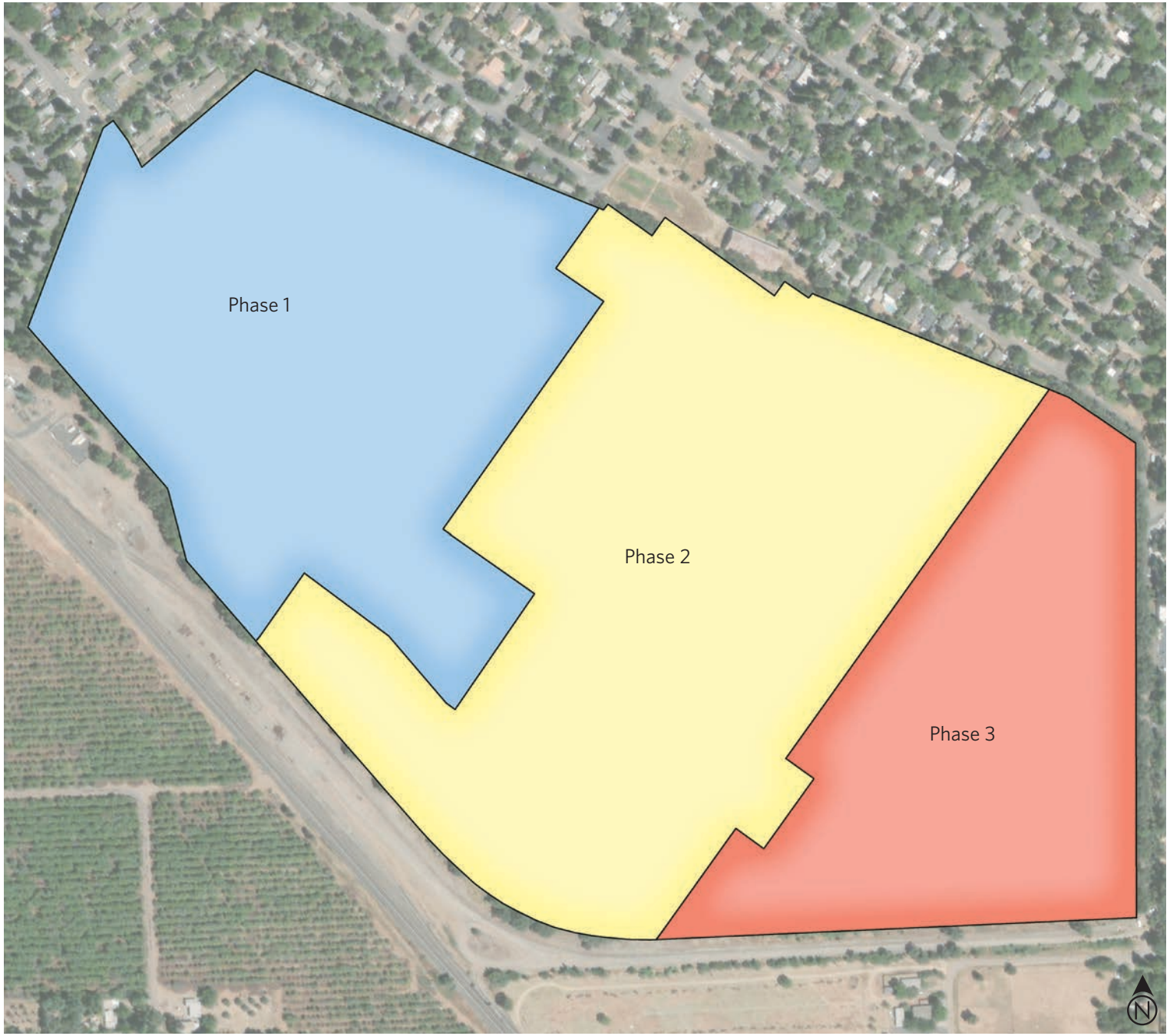


Figure 7.1 Anticipated Phasing plan

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

In addition to this Specific Plan and its accompanying Development Agreement, other initial entitlements include a General Plan Amendment, rezoning, and code amendments to incorporate the BYSP into the City's regulatory framework.

Off-site improvements may require approvals from other agencies, as required under applicable laws and regulations.

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.


B'TWIN

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.

Paired Homes: A duplex or fourplex.

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

9.1 Mitigation Monitoring and Reporting Program

9.1.1 Introduction

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it adopts a Environmental Impact Report (EIR) in conjunction with project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during project implementation. The Community Development Department (CDD) of the City of Chico is primarily responsible for ensuring compliance with this MMRP, specifically the Planning Division. Other agencies may adopt all or a subset of the City-adopted mitigation measures to find that a future approval of a permit or other discretionary action by the agency is within the scope of the BYSP EIR, subject to the findings under CEQA Guidelines Section 15162.

The Draft EIR prepared for the implementation of the proposed project Barber Yard Specific Plan Project (State Clearinghouse No. 2023030641) concluded that project implementation could result in potentially significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval that reduce these potential impacts to a less than significant level. This MMRP documents how and when the mitigation measures adopted by the Lead Agency will be implemented and confirms that potential environmental impacts are reduced to less than significant levels as identified in the Draft EIR.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no mitigation was proposed or necessary.

MITIGATION MEASURES	MITIGATION MONITORING
3.3 Air Quality	
MM ENER-1	See Section 3.6, Energy, below.
MM AIR-1: Purchase Offsets. Prior to the City's approval of a final map for an application for a specific individual development proposal within the BYSP Area which would result in project-wide emissions exceeding 25 lbs/day of ROG, the subject project developer shall participate in an Off-site Mitigation Program, based on the Butte County Air Quality Management District (BCAQMD) CEQA Handbook, by paying the equivalent amount of money, which is equal to the contribution of pollutants (ROG) for the subject application which exceeds the BCAQMD thresholds of significance. Final details are to be approved by the BCAQMD and City for calculating the payments to the Off-site Mitigation Program due by each specific individual development proposal pursuant to this MM AIR-1.	City (CDD) shall verify payment to an approved off-site air pollutant mitigation program prior to the City's approval of a final map for a specific individual development proposal within the BYSP Area which would result in project-wide emissions exceeding 25 lbs/day of Reactive Organic Gasses (ROG).
MM AIR-2: Prior to issuance of subdivision improvement plans for each phase of construction within the project site, the developer shall provide to the City's Community Development Director, for City review and approval, reasonable documentation that demonstrates the use of construction equipment that meets or exceeds United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards for all off-road equipment with engines greater than 50 horsepower, if available. This requirement shall be included as construction notes on all relevant construction plans and permits (e.g., grading plan, building permit) for the subject specific individual development proposal. The relevant construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment rental lists. If Tier 4 equipment is not available, the subject applicant shall reasonably document to the City's Community Development Director the basis for its unavailability and instead shall ensure that all off-road diesel-powered equipment greater than 50 hp shall meet EPA Tier 3 emissions standards. All Tier 3 equipment shall be outfitted with Best Available Control Technology (BACT) devices including an ARB certified Level 3 Diesel Particulate Filter or equivalent.	City (CDD) shall require compliant air emissions documentation for the construction equipment proposed to be used during the subdivision improvement phases. City (CDD) shall verify that construction plans and permits include notes requiring construction equipment that meets or exceeds EPA or ARB Tier 4 off-road emissions standards for all off-road equipment with engines greater than 50 horsepower. If Tier 4 equipment is not available, the City shall require documentation of the basis for its unavailability and shall require the use of Tier 3 equipment outfitted with BACT devices, including an ARB certified Level 3 Diesel Particulate Filter or equivalent. The use of compliant construction equipment shall be subject to field verification during construction by City (Engineering) inspectors.

Table 9.1 Barber Yard Specific Plan Project Mitigation Monitoring and Reporting Program

MITIGATION MEASURES	MITIGATION MONITORING
MM AIR-3: Implement BCAQMD Best Management Practices During Construction The following Best Management Practices (BMPs), as recommended by the Butte County Air Quality Management District (BCAQMD), shall be included in the design of all development contemplated by the proposed project and implemented during all construction: • Reduce the amount of the disturbed area where possible. • Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible. • All dirt stockpile areas should be sprayed daily as needed, covered, or a District approved alternative method will be used. • Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities. • Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established. • All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the District. • All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with local regulations. • Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. • Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. • Post a sign in a prominent location visible to the public with the telephone numbers of the contractor and District for any questions or concerns about dust from the project. All fugitive dust mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the District prior to land use clearance for map recordation and finished grading of the area.	City (CDD and Engineering) shall verify the inclusion of BMPs on project proposals and construction plans, prior to issuance of grading permits. The use of BMPs shall be subject to field verification during construction by City (CDD and Engineering) inspectors.

MITIGATION MEASURES	MITIGATION MONITORING
3.4 Biological Resources	
MM BIO-1a: Pre-construction Surveys for Swainson's Hawk (BYSP and Southern Study Area) Prior to City (or County) approval of subdivision improvement plans or grading permits for ground disturbance for any individual development phase (within the BYSP or Southern Study Area) that occurs during the nesting season for Swainson's hawk, the developer shall hire a qualified Biologist to conduct Swainson's hawk nesting surveys within a 0.5-mile radius of the subject area to determine whether there are any nests and if so, whether they are occupied. Occupancy shall be determined through observation of all accessible areas, including from public roads or other publicly accessible observation areas, of Swainson's hawk activity (e.g., foraging or nesting) on and near the project site. If construction halts but does not cease for more than 1-year, general nesting bird surveys as described in MM BIO-6 are recommended for subsequent nesting seasons. However, if construction ceases for more than 1-year, Swainson's hawk pre-construction surveys in their entirety (as articulated in MM BIO-1a and 1b) must be repeated. The qualified Biologist shall follow the survey protocol outlined in the California Department of Fish and Wildlife (CDFW) Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley[1], which recommends surveys for at least two defined periods prior to construction, according to the following schedule: I. January–March 20: Conduct one survey total. Survey shall be conducted all day. II. March 20–April 5: Conduct three surveys total. Surveys shall be conducted between sunrise to 10:00 a.m. and 4:00 p.m. to sunset. III. April 5–April 20: Conduct three surveys total. Surveys shall be conducted between sunrise to 12:00 p.m. and 4:30 p.m. to sunset. IV. April 21–June 10: Avoid initiation of surveys during this period V. June 10–July 30: (post-fledging) Conduct three surveys total. Surveys shall be conducted between sunrise to 12:00 p.m. and 4:00 p.m. to sunset.	City (CDD) shall require Swainson's hawk nesting surveys prior to approval of subdivision improvement plans or grading permits for ground disturbance that occurs during the nesting season for Swainson's hawk.

1 *California Department of Fish and Wildlife (CDFW). 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. Sacramento, CA: Swainson's Hawk Technical Advisory Committee. May 31, 2000. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83990&inline. Accessed March 19, 2024.*

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-1b: Swainson's Hawk Avoidance and Minimization (BYSP and Southern Study Area) If Swanson's hawk nests are located pursuant to MM BIO-1a and determined to be occupied, minimization measures shall be implemented by the developer for any individual development phase (within the BYSP or Southern Study Area) in connection with the subject individual development phase as follows: 1. Construction activities shall be prohibited within 200 yards (600 feet) of active and occupied Swainson's hawk nest(s), or within 200 yards (600 feet) of nests under construction, to prevent nest abandonment. 2. Notwithstanding the foregoing, if site-specific conditions or the nature of the construction activity (e.g., other nearby development, steep topography, dense vegetation, limited activities) indicate that a smaller buffer, or no buffer at all, could be used, the project applicant may seek approval from the qualified Biologist who in coordination with the California Department of Fish and Wildlife (CDFW) shall determine the appropriate buffer size, which, once approved, shall govern. 3. No tree containing an active Swainson's hawk nest shall be removed or altered; provided, however, once the nest is no longer occupied, said tree may be removed, subject to compliance with applicable provisions of the City of Chico's Tree Preservation Ordinance	City (CDD) shall verify inclusion of required setbacks from any Swainson's hawk nests on project plans. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-2: Pre-construction Surveys for Burrowing Owl (BYSP and Southern Study Area) Prior to City (or County) approval of subdivision improvement plans or grading permits for ground disturbance for any individual development phase (within the BYSP and Southern Study Area), the developer shall hire a qualified Biologist to perform a pre-construction burrowing owl survey to determine burrow locations within 30 days prior to construction activities in connection with each individual development phase using applicable California Department of Fish and Wildlife (CDFW) Guidelines. Surveys for occupied burrows shall be completed within all construction areas in connection with the subject individual development phase and within 300 feet of the subject impact area (where feasible and appropriate based on locations of barren or ruderal habitats). At least 15 days prior to the expected start of any project-related ground disturbance activities in connection with the subject individual development phase, or the restart of activities related thereto, the relevant developer shall provide a burrowing owl survey report with mapping exhibits to the CDFW. If no burrowing owl are detected during the pre-construction survey, no further action in connection with the subject individual development proposal is necessary. If burrowing owl are detected during the pre-construction survey, the following actions shall be taken to offset impacts during construction in connection with the subject individual development proposal (as outlined in the CDFW 2012 Guidelines): • During the nonbreeding season (September 1 through January 31), no disturbance shall occur within an approximately 160-foot radius of an occupied burrow. During the nesting season (February 1 through August 31), occupied burrows shall not be disturbed within a 300-foot radius unless a qualified Biologist approved by the CDFW verifies through non-invasive methods that either (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. • If owls must be moved away from the disturbance area, passive relocation techniques (as outlined by the CDFW [i.e., use of one-way doors]) should be used rather than trapping. At least one or more weeks will be necessary to accomplish this and to allow the owls to acclimate to alternate burrows. • If unpaired owls or paired owls are present in or within 300 feet of areas scheduled for disturbance or degradation (e.g., grading) and nesting is not occurring, owls are to be removed per CDFW-approved passive relocation protocols. Passive relocation requires the use of one-way exclusion doors, which must remain in place at least 48 hours prior to site disturbance to ensure owls have left the burrow prior to construction. A CDFW-approved exclusion plan shall be required to implement this measure. • If paired owls are nesting in areas scheduled for disturbance or degradation, there shall be a minimum 300-foot buffer from the nest(s) from February 1 through August 31 or until fledging has occurred. Outside of the time period of February 1 through August 31 or following fledging, owls may be passively relocated.	City (CDD) shall plans or grading permits for ground disturbance for any individual development phase and shall require that the burrow location surveys be completed within 30 days prior to construction activities. City (CDD) shall also verify that burrowing owl survey reports with mapping exhibits are provided to CDFW at least 15 days prior to ground disturbing activities.

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-3a: Valley Elderberry Longhorn Beetle Avoidance and Minimization Measures (Southern Study Area) Prior to City or County approval of subdivision improvement plans or grading permits for ground disturbance to construct the new outfall to Comanche Creek located within the Southern Study Area, the developer shall list the following measures on the relevant construction plans and hire a qualified Biologist to ensure adherence to the following measures during construction: • Dust Control and Fencing. Above and along top of bank of Comanche Creek and between the off-site elderberry cluster and the subject construction site in connection with the proposed outfall, a dust screen shall be installed at a sufficient width and height as defined by a qualified Biologist to prevent excessive construction-generated dust from reaching the elderberry cluster in question. At a minimum, the dust screen shall be 100 feet wide and 6 feet tall. • Avoidance area. Construction activities that may damage or kill the off-site elderberry cluster (e.g., trenching, paving, etc.) shall implement an avoidance area of at least 6 meters (20 feet) from the drip line of the subject elderberry cluster, depending on the type of activity, as determined by a qualified Biologist. • Worker education. Prior to ground disturbance associated with the construction of the stormwater outfall, a qualified Biologist shall provide training for all contractors, work crews, and any on-site personnel on the status of the valley elderberry longhorn beetle (VELB), its host plant and habitat, the need to avoid damaging the off-site elderberry cluster, and the possible penalties for noncompliance. • Construction monitoring. A qualified Biologist shall monitor the work area associated with the construction of the stormwater outfall at least once per day during outfall construction to ensure that all required avoidance and minimization measures are implemented. The amount and duration of monitoring shall depend on the project specifics and may be reduced with concurrence from the United States Fish and Wildlife Service. Timing. To the extent feasible, all construction activities that could occur within 50 meters (165 feet) of the off-site elderberry cluster, shall be conducted outside of the flight season of the VELB (March 1–July 30).	City (CDD) shall require that Valley Elderberry Longhorn Beetle avoidance and minimization measures are included on subdivision improvement plans or grading permits for the new storm water outfall on Comanche Creek, or any project plans involving ground disturbance within 165 feet of the top of bank of Comanche Creek. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-3b: Transplant Directly Impacted On-Site Elderberry Shrub (BYSP Area) Prior to City approval of subdivision improvement plans or grading permits for ground disturbance to develop the future lot containing the one elderberry shrub identified within the BYSP Area, the developer of the specific development proposal that involves the removal of the elderberry shrub shall transplant the elderberry shrub, including removal of the entire root ball, if feasible, as part of the transplant process. The elderberry shrub shall be relocated adjacent to the project footprint if, as determined by a qualified Biologist: (1) the planting location is suitable for elderberry growth and reproduction; and (2) the subject developer is able to protect the shrub after transplantation via protection fencing or buffers until it is ensured that the shrub becomes reestablished. If these criteria cannot be met, the shrub shall be transplanted to an appropriate USFWS-approved mitigation site. Provided, however, that if a qualified Biologist determines that the elderberry shrub is unlikely to survive transplanting because of poor condition or location, or the shrub would be extremely difficult to move because of access problems, then the elderberry shrub shall not be transplanted and no further mitigation under this MM BIO-3b shall be required. The following transplanting guidelines shall be used by the subject developer in implementing this mitigation measure: • Monitor. A qualified Biologist shall be on-site for the duration of transplanting activities to assure compliance with this mitigation measure. • Exit Holes. Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the California Natural Diversity Database (CNDDB). • Timing. Any transplanting of the elderberry shrub shall occur when the shrub is dormant (November through the first two weeks in February) and after it has lost its leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success. • Transplanting Procedure. Any transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting (http://www.tcia.org/).	City (CDD) shall require transplantation of the one existing elderberry shrub located on the BYSP site, consistent with USFWS requirements, prior to approval of subdivision improvement plans (if applicable), or grading permits to develop the future lot containing the elderberry shrub. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).
MM BIO-3c: Compensatory Mitigation for Valley Elderberry Longhorn Beetle Impacts (BYSP Area) Prior to City approval of subdivision improvement plans or grading permits that will result in the removal or disturbance of the one elderberry shrub located within the BYSP Area, the subject developer shall compensate for the loss of the shrub by purchasing one credit (1,800 square feet or 0.041 acre) of Valley elderberry longhorn beetle (VELB) habitat at a mitigation bank approved by the United States Fish and Wildlife Service (USFWS). This compensatory mitigation is in addition to the transplanting requirement of MM BIO-3b. However, since it is within the purview of the USFWS to determine the appropriate type and amount of compensatory mitigation for impacts to VELB habitat, this mitigation measure shall be fulfilled upon the developer meeting final elderberry shrub mitigation requirements as determined by the USFWS.	City (CDD) shall verify payment of mitigation fees if the one existing elderberry shrub located on the BYSP site could not be transplanted. City (CDD) shall verify that the developer has been approved by USFWS to remove the shrub and shall verify that the requisite mitigation bank credits have been purchased. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-4: Avoidance and Minimization Measures for Giant Garter Snake (Southern Study Area) The giant garter snake (GGS) is unlikely to migrate to the BYSP Area from Comanche Creek, so the following avoidance and minimization measures for this species only apply to activities within the Southern Study Area. Prior to City (or County) approval of improvement plans or grading permits for the construction of the new outfall to Comanche Creek, the following measures shall be incorporated into project plans and then implemented to minimize potential impacts on GGS: • To minimize any direct impacts to the species, construction activities within 200 feet of Comanche Creek shall be conducted, to the extent feasible, during the active season for GGS (between May 1 and October 1). • Dewatered (removal of surface water or ground water from a riverbed or construction site by pumping or evaporation) portions of Comanche Creek after April 15 (if applicable) must remain dry for at least 15 consecutive days prior to excavation or filling of the dewatered habitat. • Construction personnel in connection with the subject individual development proposal shall participate in a United States Fish and Wildlife Service (USFWS) approved worker environmental awareness training program prior to the initiation of ground disturbance within 200 feet of Comanche Creek. During the training, workers shall be informed of the potential for this species to be present and the associated habitat for GGS and that it is unlawful to take harm or harass GGS. • 24 hours prior to construction activities within 200 feet of Comanche Creek, the subject area shall be surveyed for GGS by a qualified biologist. Surveys of the subject area shall be repeated if a lapse in construction activity within the subject area of two weeks or more has occurred. If a GGS is encountered during construction within the subject area, activities within 200 feet of this area shall cease until a qualified biologist has determined that appropriate corrective measures have been completed such that the GGS will not be harmed. The relevant project applicant shall report any known reported sightings and any known reported incidental take to the USFWS immediately by telephone at (916) 414-6600. • The clearing of wetland vegetation (if any) shall be confined to the minimal area reasonably necessary to excavate the toe of bank for the proposed outfall and riprap placement. Excavation equipment shall be located and operated from the top of the bank. • With respect to construction activities occurring within 200 feet of Comanche Creek, movement of heavy equipment to and from the subject area shall be restricted to existing unimproved roadways to minimize habitat disturbance to the extent feasible and no staging or storing of equipment shall occur within 200 feet of Comanche Creek.	City (CDD) shall verify inclusion of GGS avoidance and minimization measures on construction plans, proof of USFWS training, and timely surveys and monitoring by a qualified biologist. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-5: Pre-construction Surveys for Western Pond Turtle, includes avoidance and passive relocation if found (Southern Study Area) The western pond turtle (WPT) is unlikely to migrate to the BYSP Area from Comanche Creek, so the following avoidance and minimization measures for this species only apply to activities within the Southern Study Area. Prior to City (or County) approval of improvement plans or grading permits for the construction of the new outfall to Comanche Creek, the developer shall hire a qualified Biologist to conduct a focused survey for WPT 30 days prior to the onset of construction activities within the Southern Study Area to determine presence or absence of this species within 100 feet of the subject construction area, regardless of the time of year. If construction for the outfall occurs between April 1 and September 30, this survey shall include turtle nests. If WPT is found within the subject construction area, the qualified Biologist shall move the turtle to a location outside of the subject construction area to suitable habitat as determined by a qualified Biologist under consultation with the California Department of Fish and Wildlife (CDFW). If a nest is found within the subject construction area or within a 100-foot radius of the subject construction area, construction shall not take place within 100 feet of the nest until the turtles have hatched or the eggs have been moved to an appropriate location determined by the qualified Biologist under consultation with CDFW. Construction within 100 feet of Comanche Creek shall be avoided to the extent feasible when WPT adults and juveniles are overwintering (October 1 to February 29), because of the likelihood that turtle adults and juveniles could be present in upland habitats. If it is not feasible to avoid such construction activities during this time frame, an additional survey for overwintering locations shall be conducted no more than 14 days prior to construction within 100 feet of Comanche Creek in connection with the subject individual development proposal. If this species is found to be overwintering within the subject construction area, den locations shall be avoided until the area is unoccupied, as determined by a qualified Biologist under consultation with CDFW.	City (CDD) shall require confirmation from the developer's qualified biologist that consultation has taken place with CDFW and relevant conditions are included and reflected on improvement plans or grading permits for the construction of the new outfall to Comanche Creek. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).
MM BIO-6: Protection of Active Bird Nests, including pre-construction survey and implementation of avoidance buffer, if found (BYSP and Southern Study Area) Prior to City (or County) approval of improvement plans or grading permits that may result in the removal of trees, the following measures shall be taken to minimize the effects of tree removal on active bird nests: • If a proposed development phase requires ground disturbance or vegetation removal to commence during the nesting season (February 1 to August 31), the subject developer shall hire a qualified Biologist to conduct pre-construction surveys within 7 days prior to the start of ground or vegetation disturbance (including tree removal) to determine whether or not active nests are present. • If an active nest of a protected bird is located during pre-construction surveys, a qualified biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). • In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate), the qualified Biologist shall monitor any active nest(s) during the subject construction activities and shall modify the protection zone accordingly if determined necessary to prevent project-related nest disturbance, until the young have fledged.	City (CDD) shall confirm avoidance buffer implementation as determined by a qualified biologist on improvement plans or grading permits that may result in the removal of trees, and shall require a nest survey completed within 7 days prior to start of ground or vegetation disturbance activities if during nesting season (February 1 to August 31). Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-7: Roosting Bat Pre-construction Survey and Avoidance (BYSP and Southern Study Area) Prior to City (or County) approval of improvement plans or grading permits for any phase of the project, the developer shall hire a qualified Biologist with relevant roosting bat experience to conduct a survey for the proposed impact area and a 250 foot buffer for special-status bats during the appropriate time of day to maximize detectability to determine whether bat species are roosting near the work area no less than 7 days and no more than 14 days prior to beginning ground disturbance and/or construction in connection with each individual development proposal. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (Anabat, etc.) as determined appropriate by the qualified Biologist. If the Biologist determines or presumes bats are present (if there are site access issues or structural safety concerns) as a result of any of the foregoing survey(s), the relevant Applicant shall ensure the following activities related to the subject proposal occur: the Biologist shall exclude the bats from suitable spaces by installing one-way exclusion devices. After the bats vacate the space, the Biologist shall close off the space to prevent recolonization. Bat house(s) shall be installed adjacent to any excluded roost(s) or as close as feasible, to be determined by a qualified wildlife Biologist, to ensure excluded bats are provided adjacent roosting habitat. The relevant building demolition, ground disturbance, or other construction activities shall only commence after the Biologist verifies seven to 10 days later that the exclusion methods have successfully prevented bats from returning and that bats have vacated the bat house(s). To avoid impacts on non-volant (i.e., nonflying) bats, the Biologist shall only conduct bat exclusion and eviction from September 1 through March 31 (after maternity/pupping season). Exclusion efforts shall be restricted during periods of sensitive activity.	City (CDD) shall require confirmation of the installation of bat house(s) as directed by a qualified biologist and a survey completed no less than 7 days and no more than 14 days prior to start of ground or vegetation disturbance activities. Compliance during active construction shall be subject to periodic inspection by City (CDD and Engineering).

MITIGATION MEASURES	MITIGATION MONITORING
MM BIO-8: Conduct Delineation of Potentially Jurisdictional Aquatic Resources (Creek and Detention Basin) The relevant applicant in connection with the subject individual development proposal involving the installation of the outfall structure, shall complete a formal jurisdictional delineation to document and quantify the full extent of potentially jurisdictional waters within the relevant portions of the project site (if any) in coordination with the applicable resource agencies (United States Army Corps of Engineers [USACE] and/or Regional Water Quality Control Board [RWQCB]). If no resource agency jurisdiction is identified, then the relevant applicant constructing the outfall structure shall prepare a restoration and revegetation plan to offset the proposal's permanent impact to 0.04 acres and temporary impact to 0.04 acres of Valley Oak Riparian Woodland resulting from construction of the outfall structure, such that the stream corridor habitat is restored and revegetated at no less than a 1:1 ratio. The relevant applicant in connection with the subject individual development proposal involving the removal of the existing detention basin shall also coordinate, to the extent required under applicable laws and regulations, with the applicable resource agencies (USACE and/or RWQCB) to determine whether the detention basin within the project site is protected under Sections 404 and 401 of the Clean Water Act (CWA). Obtain CWA Sections 401 and 404 Permits Prior to Construction (After Agency Coordination) • The relevant applicant in connection with the subject individual development proposal involving the removal of the existing detention basin or the installation of the outfall shall comply with applicable laws and regulations including, if required, obtaining a Section 404 CWA permit for impacts to waters of the United States and a Section 401 Water Quality Certification from the RWQCB. Any such required permit and certification shall be obtained prior to issuance of grading permits in connection with the removal of the existing detention basin and/or the installation of the outfall structure, as relevant. • If required pursuant to an approved Section 404 permit and 401 water quality certification under applicable laws and regulations, the relevant applicant in connection with the subject individual development proposal shall design said proposal to result in no net loss of functions and values of waters of the United States and State by incorporating impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as set forth in the subject Section 404 permit and 401 water quality certification. • If required pursuant to an approved Section 404 permit and 401 water quality certification under applicable laws and regulations, compensatory mitigation shall be satisfied, which may consist of (1) obtaining credits from a mitigation bank; (2) making a payment to an in lieu fee program that would conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; and/or (3) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. This final type of compensatory mitigation (i.e., #3) may be provided at or adjacent to the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). To the extent required pursuant to the approved Section 404 permit and 401 water quality certification under applicable laws and regulations, the relevant project/permit applicant shall retain responsibility for the implementation and success of the mitigation approach in connection with the subject individual development proposal. Obtain Approval of and File Notification of Streambed Alteration Agreement Prior to Construction (After Agency Coordination) In connection with an individual development proposal that involves the construction of the proposed outfall into Comanche Creek, the relevant applicant shall obtain and file a notification of a Streambed Alteration Agreement prior to conducting construction activities associated with the proposed outfall within Comanche Creek). If a Streambed Alteration Agreement is required under applicable laws and regulations, the relevant applicant shall implement all mitigation measures imposed by the CDFW related to the subject Streambed Alteration Agreement, which may include but not be limited to the implementation of erosion and bank stabilization measures, riparian habitat enhancement, and/or restoration and revegetation of the stream corridor habitat at no less than a 1:1 ratio, as determined by the CDFW.	City (CDD) shall require proof of permits or waivers from USACE, RWQCB and CDFW prior to approval of improvement plans or grading permits associated with the new outfall to Comanche Creek or affecting the existing storm water basin. City (CDD) shall confirm that mitigation requirements are included and reflected on improvement plans and grading permits, as directed by a qualified biologist hired by the developer to obtain agency permits and implement this measure.

MITIGATION MEASURES	MITIGATION MONITORING
3.5 Cultural Resources and Tribal Cultural Resources	
MM CUL-1a: Prior to issuance of the first grading permit or site improvement plan (whichever comes first), the subject developer of the relevant specific individual development proposal shall hire an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology and a qualified Architectural Historian or historic Preservation Professional meeting the Secretary of the Interior's Professional Qualifications Standards to prepare a Historical and Archaeological Resources Treatment Plan for the proposed project. The plan shall be subject to review and approval by City CDD staff prior to approval of the subject grading permit or site improvements plan. Specifically, the plan shall include any and all feasible, protective measures required to ensure that character-defining elements of the Engineering Building and/or the Match Block Storage Building (as applicable) are not inadvertently damaged or demolished during project construction. The plan shall also include provisions for a Worker Environmental Awareness Program (WEAP) archaeological resource sensitivity training for construction personnel conducting ground disturbance at the site or off-site improvements prior the start of construction and provisions for the identification, recordation, and disposition of any significant archaeological resources (both historic era and prehistoric) that may be encountered over the course of subsurface excavations at the project site.	• Verify retention of a qualified Archaeologist and Tribal Monitor[s] through review of the employment contract; Proof of City Approval, Proof of WEAP training • Prior to issuance of the first grading permit or site improvement plan • City of Chico Community Development Department
MM CUL-1b: At such time that adaptive reuse of the Engineering Building and/or the Match Block Storage Building is pursued as part of an individual specific development proposal, adaptive reuse design shall be developed by a qualified Architectural Historian/Historic Preservation Professional meeting the Secretary of the Interior's Professional Qualifications Standards for architectural history/historic preservation. The City shall include in its review the feasibility of adaptive reuse in consideration of the proposed new use, seismic retrofit needs, and overall structural stability of the buildings. These findings shall then inform the adaptive reuse design, as appropriate and feasible, which shall be developed by the Architectural Historian/Historic Preservation Professional in coordination with the subject developer and City to ensure that all of the important character-defining features of the buildings are appropriately considered in the proposed design. The proposed design shall contain sufficient detail so the qualified Architectural Historian/Historic Preservation professional can determine whether the adaptive reuse is consistent with the Standards for Rehabilitation. The adaptive reuse of each of the Engineering Building and/or Match Block Storage Building shall include a reasonably detailed protection and maintenance plan that outlines a long-term strategy for maintaining and protecting these resources over time. The plan shall include a schedule for regular maintenance of the subject building(s) and vicinity, including clearing of any overgrown vegetation, regular monitoring and surveillance, and shall also develop and incorporate a reasonable strategy for the long-term security of the building(s) and vicinity to prevent trespassing and vandalism of the buildings to the extent feasible. If, after consultation with the above-referenced historic preservation professionals, it is determined that the subject building(s) cannot be adaptively reused in conformance with the Standards for Rehabilitation as currently designed and the subject developer therefore determines that adaptive reuse cannot feasibly proceed and instead determines to proceed with demolition of the subject building(s), the subject building(s) shall be subject to archival documentation that consists of photography of all exterior elevations, and views to and from the building(s), with detailed photographs of materials, doors, windows, rooflines, and other key components, and the preparation of an associated historical narrative documenting the subject building(s)' historical significance. Also, any original plans (if available) of the subject building(s) shall be scanned and reproduced so that they are available for future study. The foregoing documentation shall be based on the National Park Service's Historic American Building Survey (HABS) guidelines for narrative and photographic documentation. A final set of the archival documentation and photographs shall be recorded and filed. In addition, should demolition occur, interpretive displays and salvage of historic materials shall be incorporated into the proposed project, as appropriate and feasible	• Review and approval of adaptive reuse design; verify retention of a qualified Architectural Historian/Historic Preservation professional through review of the employment contract; recordation and filing of final set of the archival documentation and photographs • At such time that adaptive reuse of the Engineering Building and/or the Match Block Storage Building is pursued as part of an individual specific development proposal • City of Chico Community Development Department

MITIGATION MEASURES	MITIGATION MONITORING
MM CUL-3: Should a discovery of previously unknown buried human remains occur during ground-disturbing construction activities, Section 7070.5 of the California Health and Safety Code applies, and the procedures shall be followed by the subject developer in connection with the relevant specific individual development proposal. In the event of the accidental discovery or recognition of any Native American human remains (upon notification from a County Coroner pursuant to Health and Safety Code § 7050.5(c)), Public Resources Code Section 5097.98 shall be followed. Relevant provisions of both Section 7050.5 of the Health and Safety Code (related to discovery of any human remains) as well as Section 5097.98 of the Public Resources Code (related to discovery of Native American remains) shall apply, as relevant. Once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: 1. There shall be no further excavation or disturbance within 100 feet of the human remains until the County Coroner is contacted and has made the required determinations pursuant to Health and Safety Code Section 7050.5(a) including whether the remains are Native American and if an investigation of the cause of death is required. If the Coroner determines the remains to be Native American (or has reason to believe that they are those of a Native American), the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD (or his or her authorized representative) may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98, or 2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the NAHC; • The MLD identified fails to make a recommendation; or The landowner or its authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.	• Retention of Tribal Monitor; inclusion of notes on construction plans • During ground-disturbing activities • Butte County Coroner; NAHC; City of Chico Community Development Department
3.6 Energy	
MM ENER-1: New residential uses and new commercial uses without commercial kitchen components, which are located within new buildings, shall be all-electric (i.e., natural gas utility shall not be permitted). However, natural gas usage and/or the extension of existing natural gas infrastructure shall be permitted for the following: (1) new commercial uses with commercial kitchen components that are located within new buildings; and (2) the adaptive reuse of existing building(s) so long as the subject Developer can reasonably document to the City's CDD Director that conversion to all-electric of the subject existing building is not physically and/or economically feasible.	• Confirmation of all electric utilities • Prior to the issuance of grading permits • City of Chico • Community Development Department

MITIGATION MEASURES	MITIGATION MONITORING
3.7 Geology and Soils	
MM GEO-1: Inadvertent Discovery of Paleontological Resources During Project Construction Prior to ground disturbance activities, construction contractors and personnel shall be required to undergo Worker Environmental Awareness Program (WEAP) training to recognize and identify paleontological resources on-site. The training shall include visual aids, a discussion of applicable laws and statutes relating to paleontological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by a Paleontologist who meets the Society of Vertebrate Paleontology Professional Qualification Standards. Should any vertebrate remains (e.g., bones or teeth) or unusually abundant and well-preserved invertebrates or plants be unearthed, the construction contractors and personnel shall not attempt to remove them as they could be extremely fragile and therefore prone to crumbling. The relevant developer, in connection with the subject individual specific development proposal, shall include a standard inadvertent discovery clause in every project-related construction contract to inform their respective contractors of this requirement. To ensure the occurrence is properly recorded, all work in the immediate vicinity of the discovery shall be diverted at least 15 feet until a professional paleontologist assesses the find and, if deemed appropriate, salvages it in a timely manner. All recovered fossils shall be deposited in an appropriate repository, such as the University of California Museum of Paleontology (UCMP), where they will be properly curated and made accessible for future study	• Retention of Paleontologist; Proof of WEAP Training • Prior to ground disturbance activities • City of Chico • Community Development Department
3.9 Hazards and Hazardous Materials	
MM HAZ-1: Prior to issuance of the first grading permit for the proposed project, the developer shall retain a qualified hazardous materials consultant to prepare a Soil and Debris Management Plan (SDMP) which will identify specific construction measures to be implemented at the project site. The SDMP shall include site control measures, excavation and backfill procedures, confirmation of sampling procedures and screening levels, dust control measures, stormwater protection measures, waste soil handling and disposal procedures, and a debris management plan in accordance with applicable local, State, and federal regulations. The SDMP shall identify contingency procedures to be followed in the event that subsurface structures (e.g., vaults or tanks) are encountered during excavation or other unanticipated discoveries are made. The SDMP shall also specify any special procedures for addressing issues in proximity to the asphalt cap and groundwater monitoring well network which are to remain in place according to the Land Use Covenant (LUC) for the project site. The developer shall submit the SDMP and all of its components to the California Department of Toxic Substances Control (DTSC) for review and approval and shall provide copies of the DTSC-approved SDMP to the City to comply with this mitigation measure, prior to initiating project site improvements.	• Review and approval of SDMP as approved by DTSC • Prior to the issuance of the first grading permit • City of Chico • Community Development Department; DTSC
3.12 Noise	
MM NOI-1: Noise Land Use Compatibility Mitigation Plan As part of the City's design review process for proposed noise-sensitive land use development projects (such as, but not limited to, multi-family residential land uses) that would be located within 325 feet of the active railroad mainline, and prior to issuance of building permits, the developer of the subject specific individual development proposal shall demonstrate one of the following: (1) Outdoor active use areas are shielded from railroad noise source by structures or a masonry wall (such shielding must blocking the line of sight between the noise source and receptor, with no gaps); or (2) An acoustic study (prepared consistent with the requirements set forth in the Noise Element of the Chico 2030 General Plan) shows that the proposed development would remain below the City's applicable noise land use compatibility standards for the proposed land use. The subject developer shall submit the acoustic study to the Community Development Director for review and approval. Upon approval by the City, the proposed acoustical design features shall be incorporated into the subject development proposal's construction documents. Noise reduction design features may include, but are not limited to, locating outdoor active use areas of noise-sensitive land uses to be shielded by structures (buildings, enclosures, or sound walls).	• Inclusion on project plans or approval of acoustic study • Prior to the issuance of a grading permit • City of Chico • Community Development Department

MITIGATION MEASURES	MITIGATION MONITORING
Each specific individual development proposal shall adhere to the permitted construction hours as delineated in the City's Municipal Code, if feasible. In addition, prior to the issuance of demolition, grading, site improvement plans, and/or construction permits in connection with an application for a specific individual development proposal, the subject developer(s) of each such individual proposal that may include the operation of multiple pieces of heavy construction equipment within 50 feet of the property line of noise-sensitive receptors (e.g., residences, hospitals, schools) shall either (1) demonstrate and expressly state on project drawings that multiple pieces of equipment will not be necessary or allowed to operate within 50 feet of the property line of noise-sensitive receptors, or (2) the subject developer shall hire an acoustics consultant to conduct a site-specific acoustical analysis to confirm whether there would be any site-specific exceedance of applicable standards. The analysis shall assess consistency of the proposed construction activities with the exemption criteria for construction activities set forth under Chico Municipal Code Section 9.38.060, once the final construction equipment list that will be used for the subject demolition, grading activities and/or construction activities is determined. The site-specific acoustical analysis shall be prepared by the developer and subject to approval by the City. If the analysis determines that the subject construction activities would not meet the exemption criteria, then specific measures to attenuate the identified temporary noise impact to minimize exceedances of the relevant noise permit exemption criteria is achieved shall be outlined in the analysis and reviewed and approved by the City and implemented in the subject proposal. Specific measures may include, but are not limited to, the following Best Management Practices (BMPs): • Install temporary sound barriers between sensitive receptor locations and the construction area where the heavy equipment will be operating. • Stationary equipment (such as generators and air compressors) and equipment maintenance and staging areas shall be located as far from existing noise-sensitive land uses, as feasible. • Post a construction site notice near the construction site access point or in an area that is clearly visible to the public. The notice shall include the following: job site address; permit number, name, and phone number of the contractor and owner; dates and duration of construction activities; construction hours allowed; and the phone numbers of the City's CDD Department and the construction contractor where noise complaints can be reported and logged. • If construction equipment is equipped with back-up alarm shut offs, switch off back-up alarms and replace with human spotters, as feasible. • Restrict haul routes and construction-related traffic to the least noise-sensitive roadways. • Reduce non-essential idling of construction equipment to no more than 5 minutes. • Ensure that all construction equipment is monitored and properly maintained in accordance with the manufacturer's recommendations to minimize noise. • Fit all construction equipment with properly-operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Minimize the use of impact devices such as jackhammers, pavement breakers, and hoe rams. Where feasible, use concrete crushers or pavement saws rather than hoe rams for tasks such as concrete or asphalt demolition and removal. • To the extent feasible, use acoustic enclosures, shields, or shrouds for stationary equipment such as compressors and pumps. • Shut off generators when generators are not needed. • Coordinate deliveries to reduce the potential of trucks waiting to unload and idling for long periods of time. • Grade surface irregularities on construction sites to prevent potholes from causing vehicular noise. The final noise reduction measures to be implemented and their associated details, as set forth in the subject Construction Noise Mitigation Plan shall be included on all subject construction and building documents and/or construction management plans and submitted for verification to the City; implemented by the construction contractor through the duration of the subject construction phase; and discussed at the subject pre-demolition, -grade, and/or -construction meetings.	• Verify inclusion in project specifications/construction plans; approval of acoustic study and Construction Noise Mitigation Plan • Prior to the issuance of a grading permit • City of Chico • Community Development Department

MITIGATION MEASURES	MITIGATION MONITORING
MM NOI-2b: Stationary Source Noise Reduction Plan As part of the City's design review process for individual commercial and multi-family residential projects, and prior to issuance of building permits, the developer of the subject specific individual development proposal shall demonstrate one of the following: (1) Major noise-generating elements (e.g., truck loading docks within 150 feet of a sensitive receptor, or surface parking areas within 60 feet of a sensitive receptor, or commercial grade mechanical ventilation equipment within 15 feet of a sensitive receptor, etc.), are shielded from nearby residential uses by structures or a masonry wall (such shielding must blocking the line of sight between the noise source and receptor, with no gaps), or (2) An acoustic study (prepared consistent with the requirements set forth in the Noise Element of the Chico 2030 General Plan) shows that the operational noise associated with any major noise-generating elements (e.g., truck loading docks, large parking areas, commercial grade mechanical systems, etc.), would remain below the City's nighttime noise standards of 65 dBA Lmax and 50 dBA Leq. Examples of major noise generating elements include, but are not necessarily limited to, unshielded truck loading docks within 150 feet of a sensitive receptor, or surface parking areas within 60 feet of a sensitive receptor, or commercial grade mechanical ventilation equipment within 15 feet of a sensitive receptor. The subject developer shall submit the acoustic study to the CDD Director for review and approval. Upon approval by the City, the proposed acoustical design features shall be incorporated into the subject development proposal's construction documents. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the subject construction area to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating.	• Inclusion on project plans or approval of acoustic study • Prior to the issuance of building permits • City of Chico • Community Development Department
MM NOI-3: Construction Vibration Reduction Plan Prior to issuance of grading and/or building permits for any future development projects that would necessitate the use of large vibratory rollers within 25-feet of a structure, or the use of any other heavy construction equipment within 15-feet of a structure, a note shall be provided on grading and building plans indicating that during grading and construction the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: • No impact pile driving shall be permitted. • Submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would minimize potential vibration impacts to the impacted structure. The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the CDD Director for review and approval prior to issuance of building permits. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.	• Inclusion of a note on grading and building plans indicating that during grading and construction the property; approval of Construction Vibration Reduction Plan • Prior to issuance of grading and/or building permits for any future development projects that would necessitate the use of large vibratory rollers within 25-feet of a structure, or the use of any other heavy construction equipment within 15-feet of a structure • City of Chico • Community Development Department

MITIGATION MEASURES	MITIGATION MONITORING
3.15 Recreation	
Implement MM AIR-1, MM AIR-2, MM AIR-3, MM BIO-1a, MM BIO-1b, MM BIO-2, MM BIO-3a, MM BIO-3b, MMBIO-3c, MM BIO-4, MM BIO-5, MM BIO-6, MM BIO-7, MM BIO-8, MM CUL-1a, MM CUL-1b, MM CUL-3, MM ENER-1, MM GEO-1, MM HAZ-1, MM NOI-1, MM NOI-2a, MM NOI-2b, MM NOI-3, MM TRANS-2, MM TRANS-3.	
3.16 Transportation	
MM TRANS-2: Prior to City acceptance of subdivision improvements for the nearest street connection into the proposed project site (as specified), in connection with the relevant specific individual development proposal, the subject developer or City shall be responsible for ensuring the construction of the following bicycle facilities outlined in the Chico Bicycle Plan 2019 Update (and as shown in Figure 3.17-6). To the extent that adequate funds exist for the City to design and construct off-site infrastructure improvements pursuant to a development agreement for the Barber Yard Specific Plan project it shall be the City's responsibility to design and construct the bicycle facilities listed below concurrently with the associated phase: Class III Bike Boulevards: • On Ivy Street from W. 10th Street into the BYSP Area (Ivy Street) • On Chestnut Street between W. 13th Street and W. 16th Street (W. 16th Street) • On W. 16th Street from Salem Street to the BYSP Area (W. 16th Street) • On W. 20th Street from Salem Street into the BYSP Area (W. 20th Street) Final maps shall not be approved for the subject phase until the relevant improvements are completed or bonded by inclusion in a City-approved subdivision improvement agreement.	• Verification of completion of improvements or inclusion in a City-approved subdivision improvement agreement • Prior to City acceptance of subdivision improvements for the nearest street connection into the proposed project site; Before final map approval • City of Chico Community Development Department
MM TRANS-3: Prior to City acceptance of subdivision improvements for the specified street connection into the project site in connection with the relevant specific individual development proposal, the subject developer or City shall be responsible for ensuring the construction of sidewalks where gaps are present on West 16th Street between the project site and Broadway Street and on West 20th Street between the project site and Broadway Street, in conjunction with the construction of subdivision improvements that extend each of those respective streets into the project site. To the extent that adequate funds exist for the City to design and construct off-site infrastructure improvements pursuant to a development agreement for the Barber Yard Specific Plan project it shall be the City's responsibility to design and construct the sidewalk facilities required by this mitigation measure concurrently with the associated phase. Final maps shall not be approved for the phase which extends the specified street connection into the project site until the associated sidewalk gap improvements are completed or bonded by inclusion in a City-approved subdivision improvement agreement.	• Construction of improvements, inclusion in subdivision improvement agreement • Prior to acceptance of subdivision improvements and final map approval • City of Chico Development Department

