

WELCOME TO COMMUNITY MEETING #2

Barber Yard Revitalization

- Formal presentation will start at 6:05 PM
- No audio until presentation starts

- *During the presentation, we will mute everyone.*
- *This presentation will be recorded and posted on the website. The break-out discussions will not be recorded or publicly posted.*
- *We will provide an opportunity for questions and comments at the end of the meeting using the Chat feature.*
- *During the group break-out room discussions, your audio will be unmuted so that you can share your thoughts and ideas.*
- *If you experience any technical difficulties, you can communicate with our meeting host through the Chat feature. Our host will be closely monitoring the chat throughout the entire meeting.*

Gonzales Development Company plans to **revitalize Barber Yard as an extension of the Barber Neighborhood and a celebration of the site's history.** Consistent with the City of Chico's General plan, we anticipate a mix of housing, neighborhood amenities such as parks and trails, and ancillary destination commercial uses.

We look forward to working with the Barber Neighborhood Association and existing neighborhood residents in crafting a more detailed vision.



- **UDA**
 - Community Engagement Specialists & Planners



- **NorthStar**
 - Engineers & Architects



- **Melton Design Group**
 - Landscape Architects

GONZALES DEVELOPMENT COMPANY & CONSULTANTS

September 21, 2021

BARBER YARD REVITALIZATION

MOBILITY & COMMUNITY AMENITIES

Chico, California

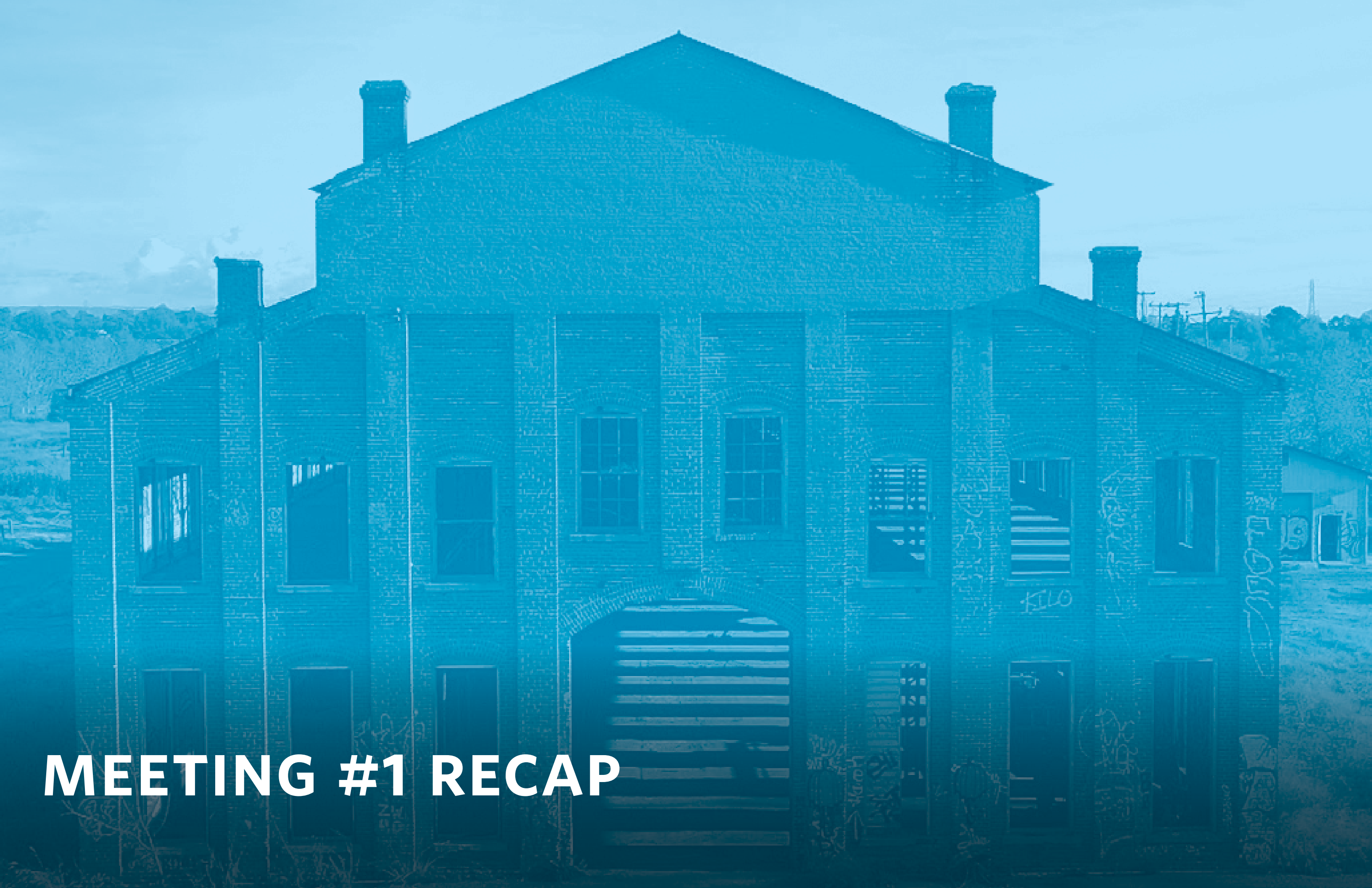
GONZALES
DEVELOPMENT
C O M P A N Y
UDA

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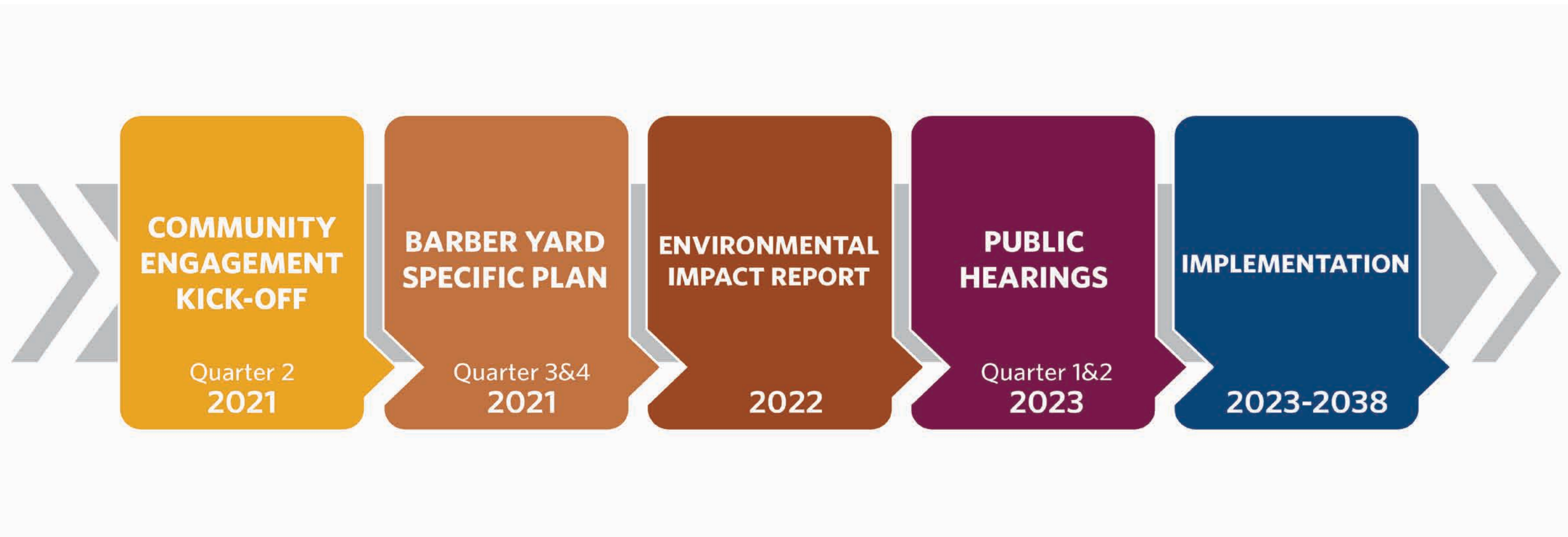
1. Welcome
2. Meeting #1 Recap
3. Mobility
4. Community Amenities
5. Discussion

CONTENTS





MEETING #1 RECAP



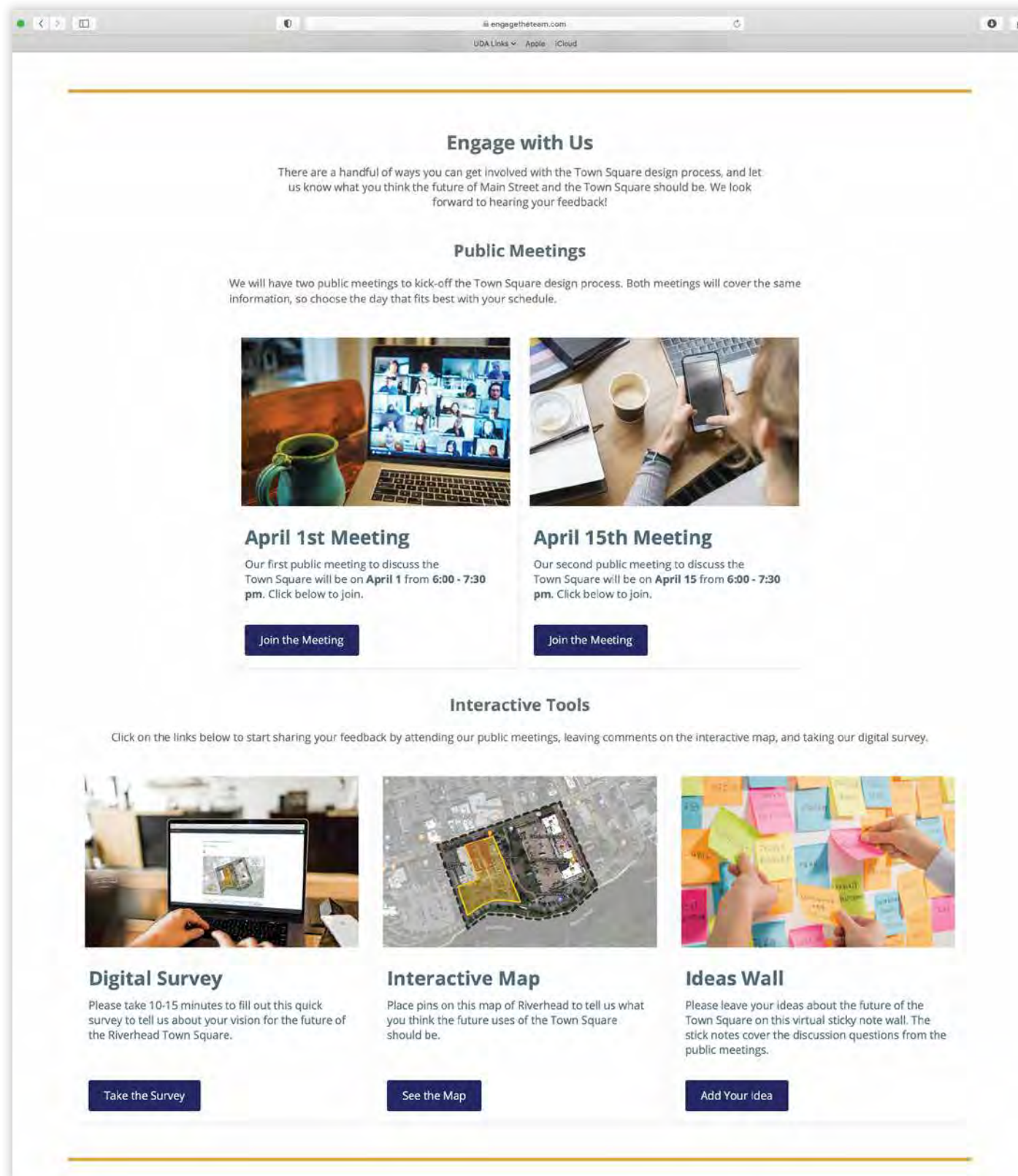
PROJECT TIMELINE

ENGAGEMENT TOOLS

- Interactive Map
- Ideas Wall
- Online Surveys
- Public Forums
- Stakeholder Meetings
- FAQ Sheet

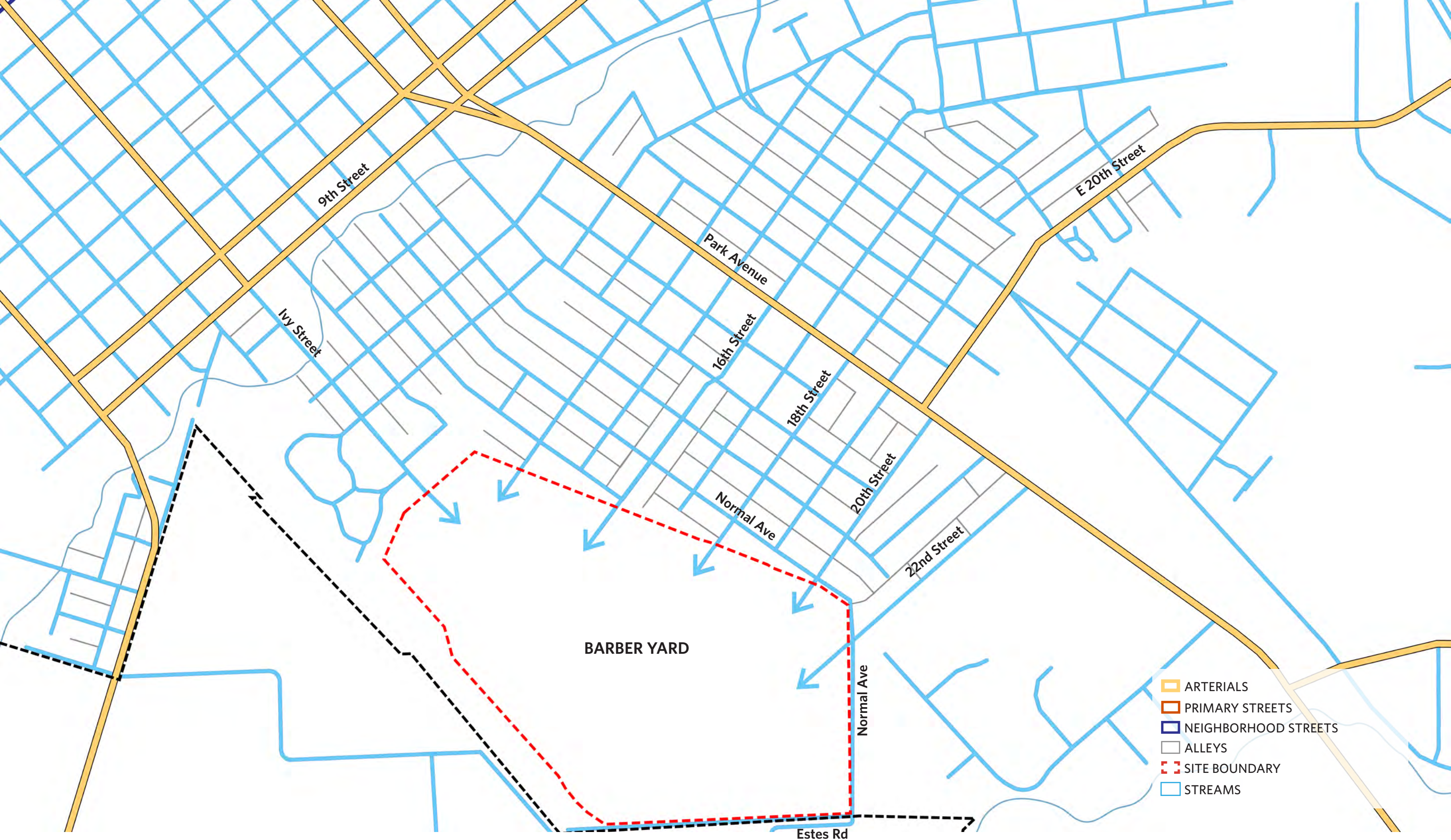
FEEDBACK LOOPS

1. Establish Scope of Project
2. Listen to the Community & Stakeholders
3. Begin Preliminary Design
4. **Present Design and Gather Feedback**
5. Repeat

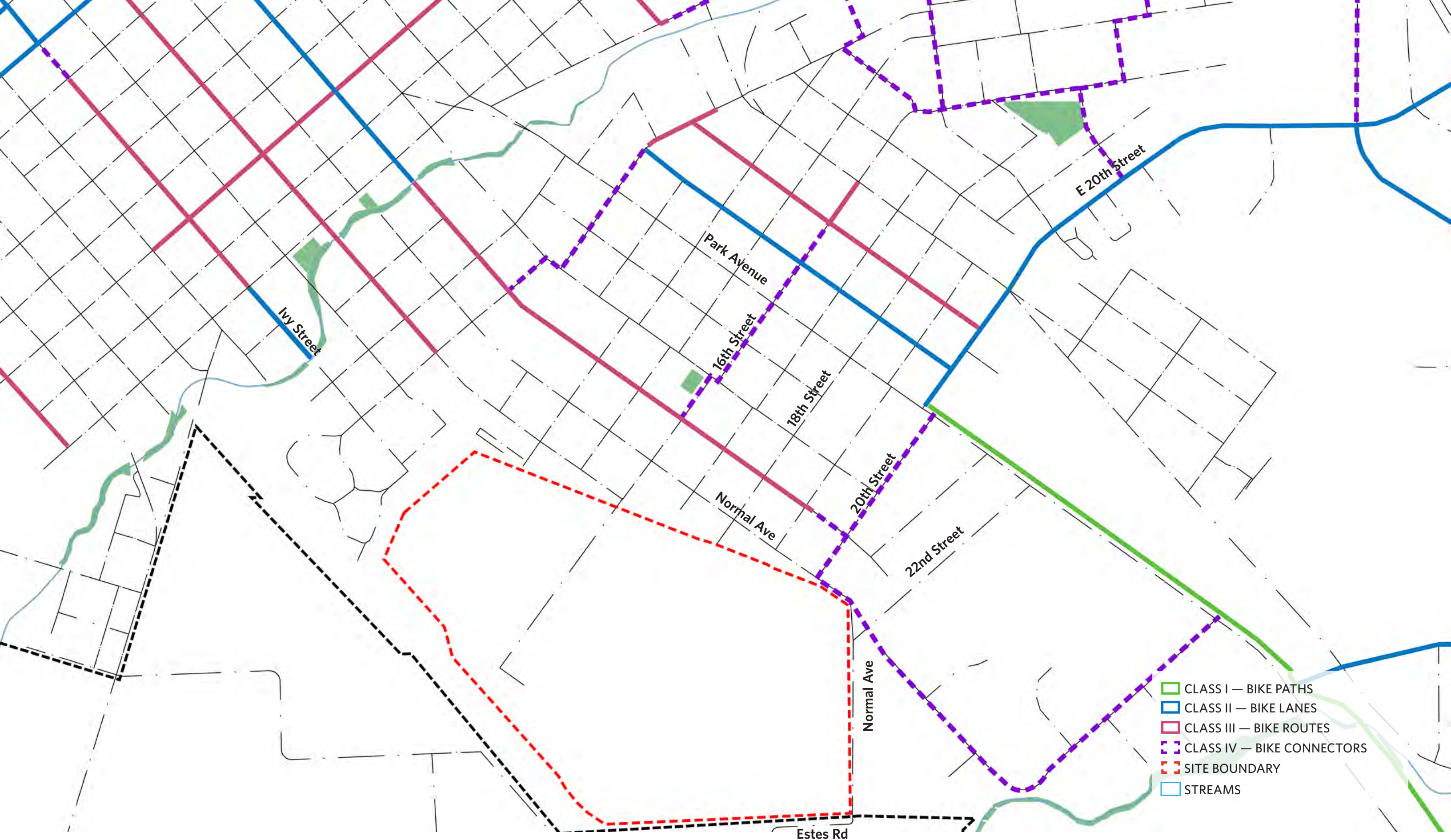


Project Website — Primary Forum for Project Updates/Meeting Links/Etc.

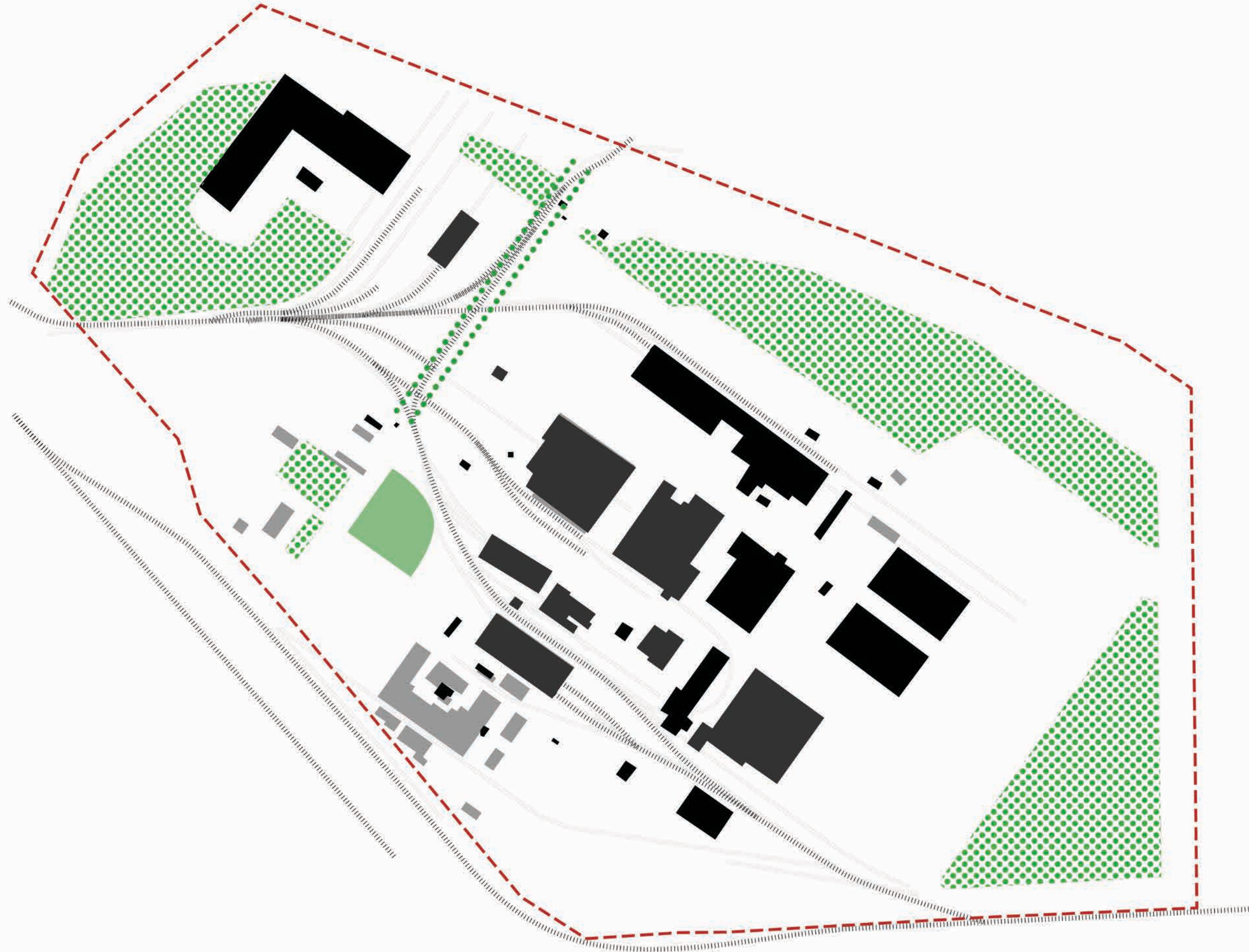
FEEDBACK FORMATS



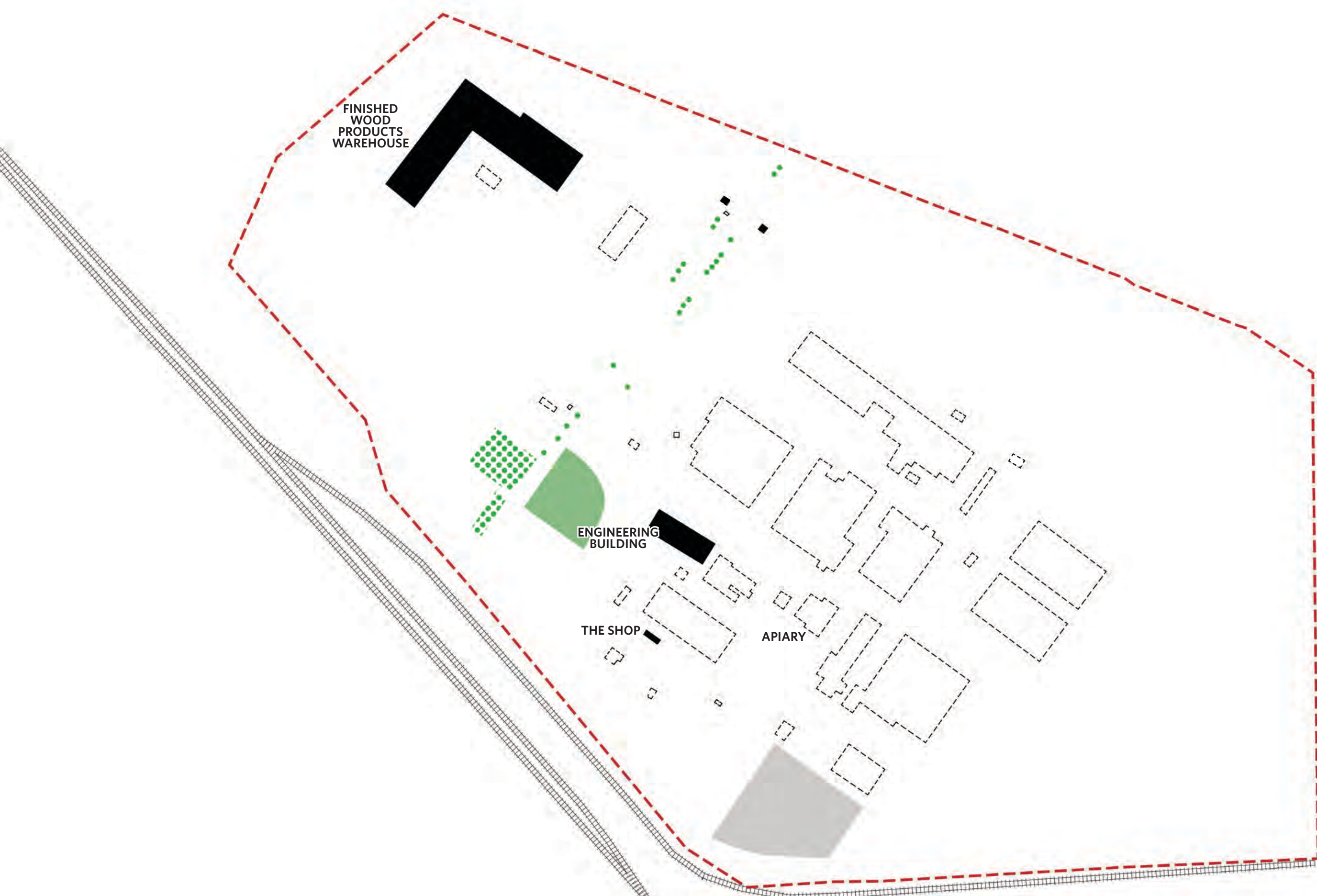
STREET NETWORK



BICYCLE NETWORK



THEN (1921-1984)



NOW (2021)

WHAT DOES THE PLACE WANT TO BE?

Based on past planning, the answer is that it wants to be an extension of the Barber Neighborhood and a celebration of the site's history.

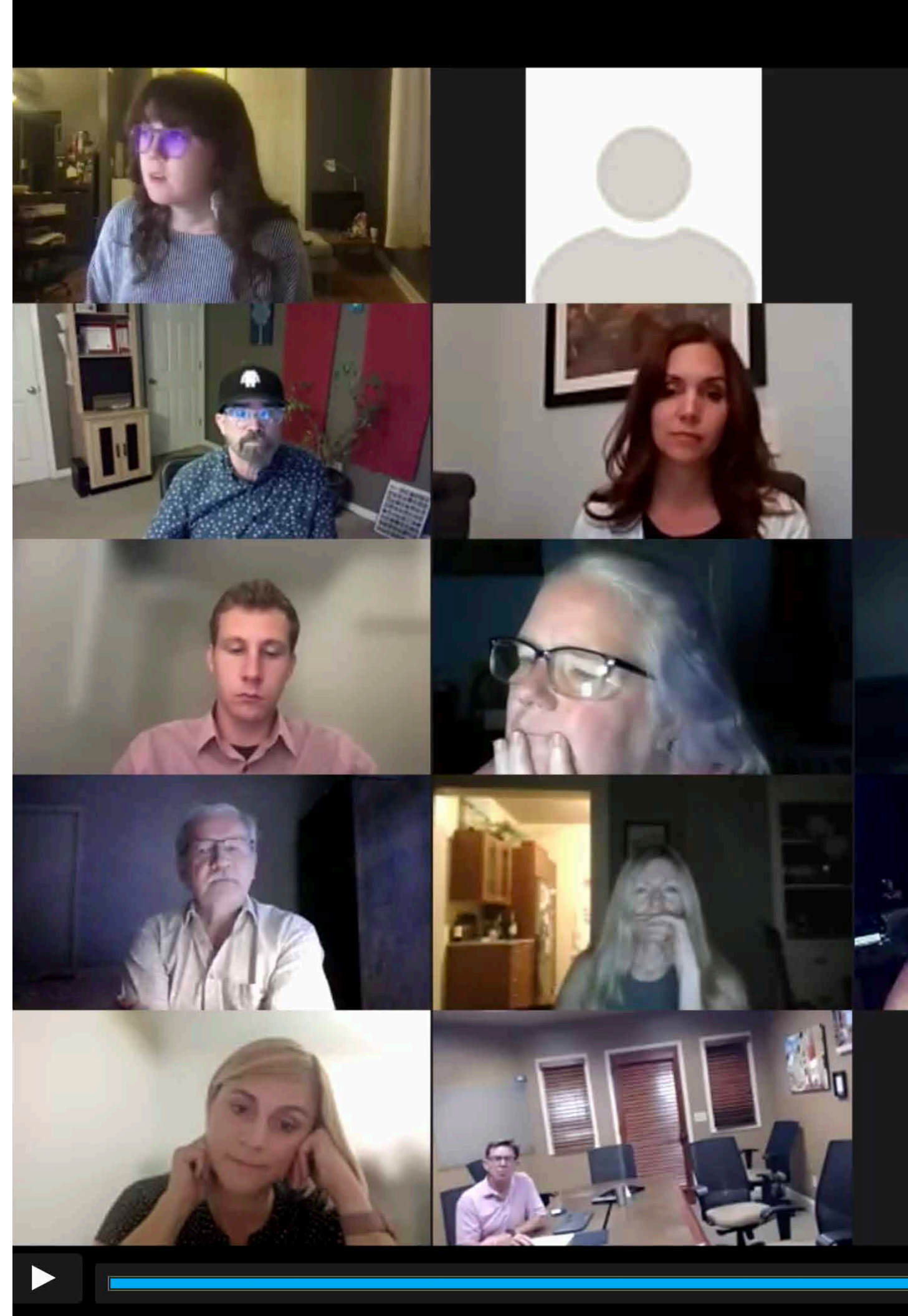
- Promote the distinctive Barber Neighborhood DNA
- Preserve open space
- Mix destination concepts
- Promote walking and biking
- Focus on compact living options
- Create a range of housing opportunities and choices
- Support infill over sprawl



TOP BARBER STRENGTHS

- Great community, family- and kid-friendly
- History of the neighborhood
- Walkability, bike paths
- Minimal traffic
- Mature shade trees
- Architectural style of houses
- Neighborhood grid, large lots, general layout
- Safety
- Neighborhood wildlife and nature
- Quiet

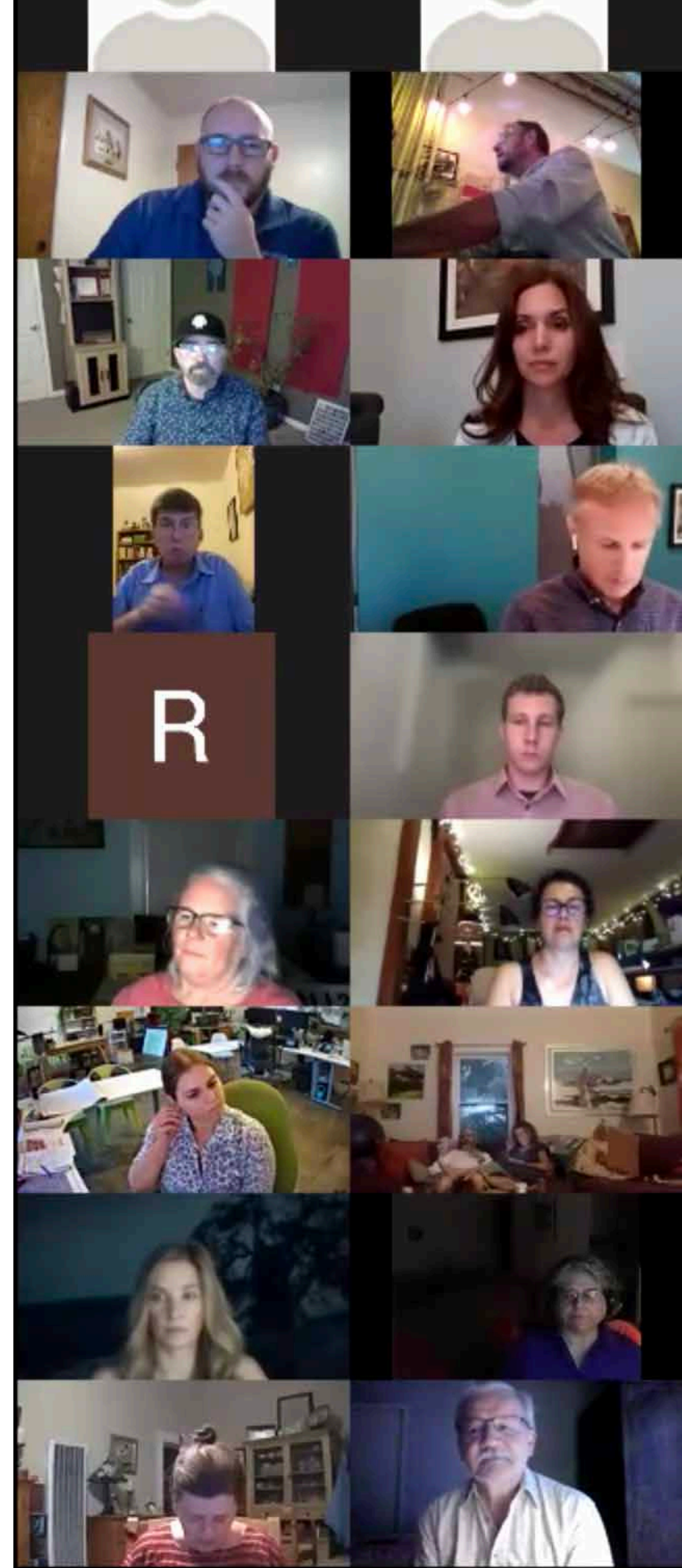
WHAT WE HEARD



TOP BARBER WEAKNESSES

- Missing sidewalks
- Lack of affordable for-sale housing due to rising housing costs
- Level of environmental cleanup and monitoring
- Lack of open space
- Fast-moving traffic in some places (16th Street)
- Street maintenance
- Poor lighting on the streets
- Lack of amenities: grocery, schools, medical, pharmacy, etc. within walking distance
- Surrounding commercial areas are hit-or-miss
- Some criminal activity
- Railroad noise

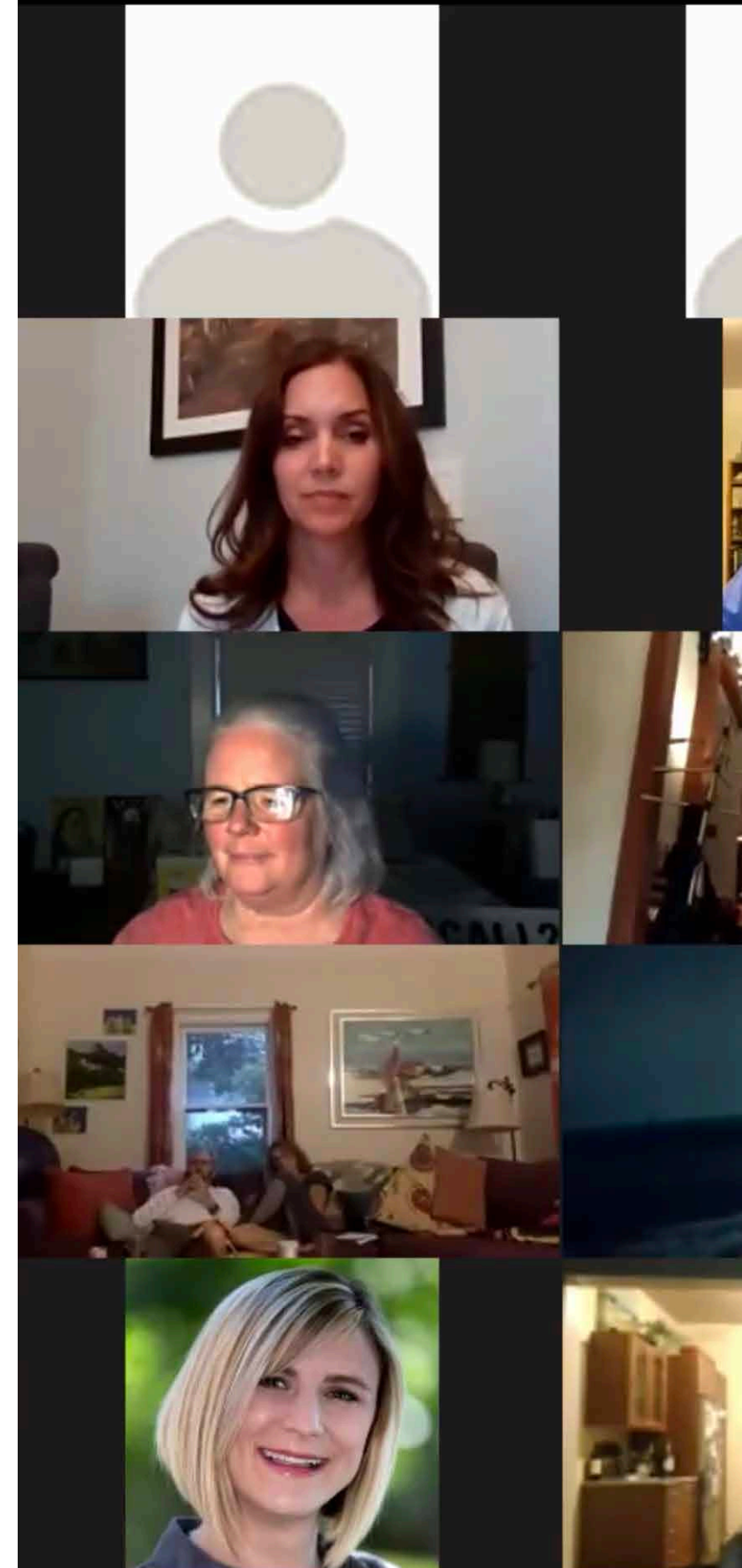
WHAT WE HEARD



TOP BARBER POSSIBILITIES

- Recreational amenities for all ages: roller hockey, aquatic center, mini golf, fitness hub, baseball diamond, walking path, bike trails, dog parks, open space
- Family-friendly activities: playgrounds, splash pads
- Small commercial services to serve neighborhood: maker spaces, art studios, coffee shops, gathering spaces, performing arts, farmer's market
- Affordable housing, including smaller subsidized low-income housing units
- Find permanent supportive housing for the unsheltered homeless
- Age-in-place concept
- Regular updates and consultations related to community engagement: residents, Mechoopda Tribe, etc.
- Art integrated into design
- Buffer near the railroad
- Traffic calming measures
- Sustainable development: solar panels, native landscaping, etc.

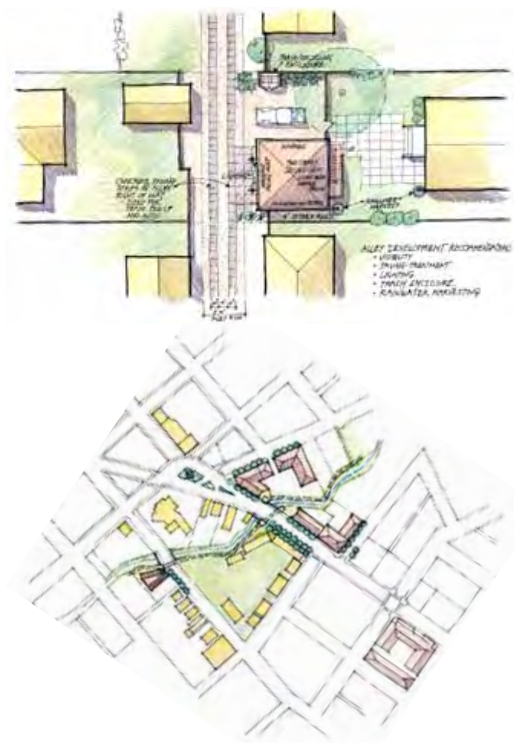
WHAT WE HEARD





MOBILITY

SOUTHWEST CHICO NEIGHBORHOOD IMPROVEMENT PLAN



The City of Chico | December 2008



DESIGN, COMMUNITY & ENVIRONMENT

INTRODUCTION

1

B. PARK AVENUE VISIONING STUDY

The 1994 Chico General Plan, as amended, identifies Park Avenue as a potential component of a ring transportation corridor. In 2002, the Park Avenue Visioning Study was undertaken for the City of Chico to define a vision for Park Avenue north of East 22nd Street and address the future of Park Avenue over a 15- to 20-year horizon. The study imagined future growth along the corridor as being interrelated to the intensification of bus service.

Using input from a community process, the Vision Study identified four component themes for the Park Avenue Corridor:

- ♦ **Community Character:** Ensure that future development makes Park Avenue a unique place.
- ♦ **Pedestrian Scale:** Reintroduce a scale of development that enables Chico residents in the neighborhoods on either side of Park Avenue to safely co-exist with the automobile-oriented nature of Park Avenue.
- ♦ **The Park Avenue Relationship with Chico:** Envision the Park Avenue Corridor as a unique neighborhood that is well integrated into the fabric of the City of Chico.
- ♦ **New Development:** Develop Park Avenue in a manner that implements the Vision. Figure 1-2 illustrates a three-dimensional view of the prototypical building types envisioned for new development along the corridor.



The 1200 Park Avenue Senior Apartments and the street improvements around it were built following the Vision Study's design guidelines.

This Neighborhood Plan expands on the recommendations of the Park Avenue Visioning Study to address how Park Avenue and the surrounding neighborhood can support each other in a socially and economically sustainable manner.



Figure 1-2. Conceptual Building Types from the Park Avenue Visioning Study.

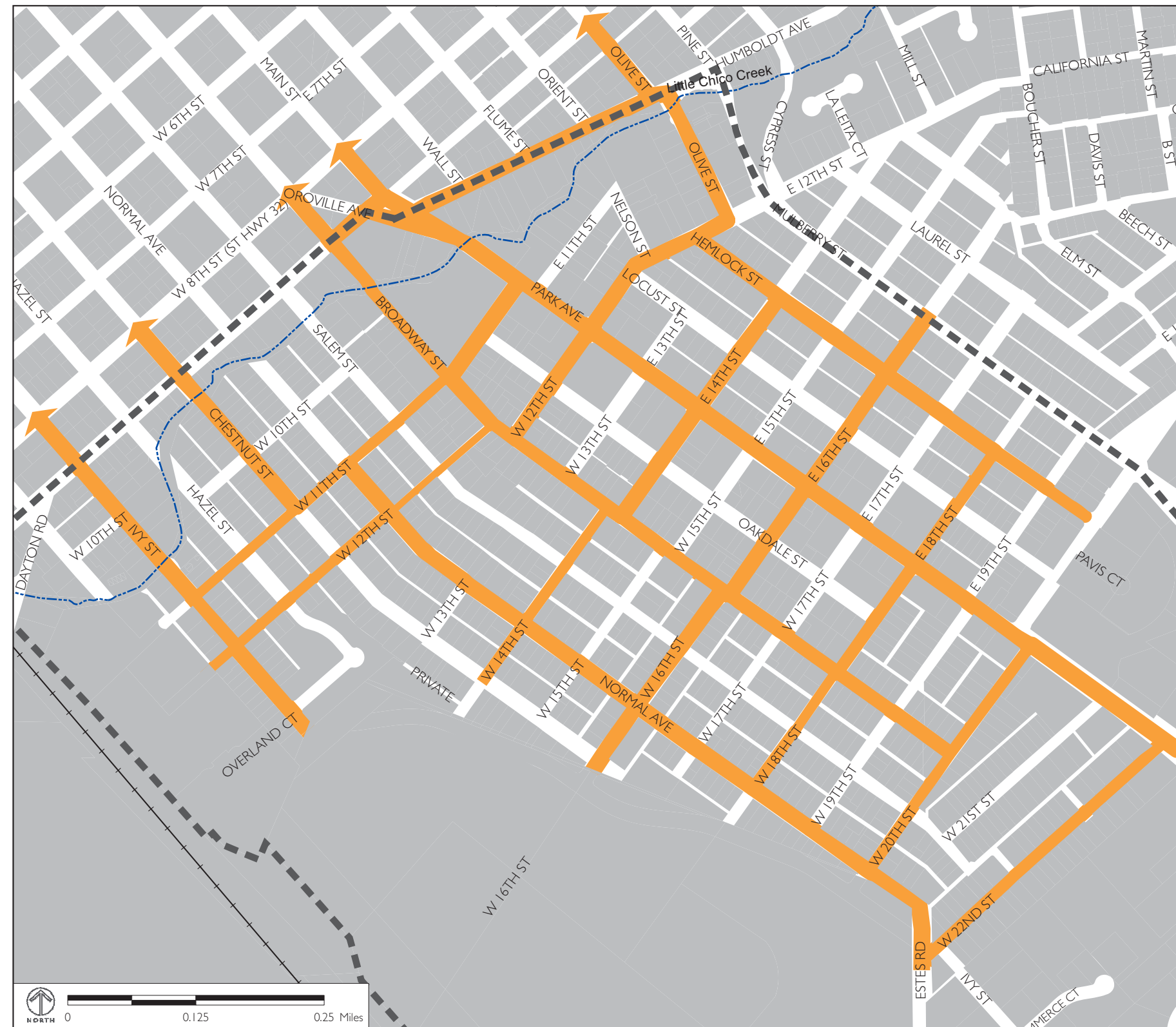


Figure 5-1. Key Pedestrian Routes in the Residential Areas.

KEY PEDESTRIAN ROUTES IN THE RESIDENTIAL AREAS

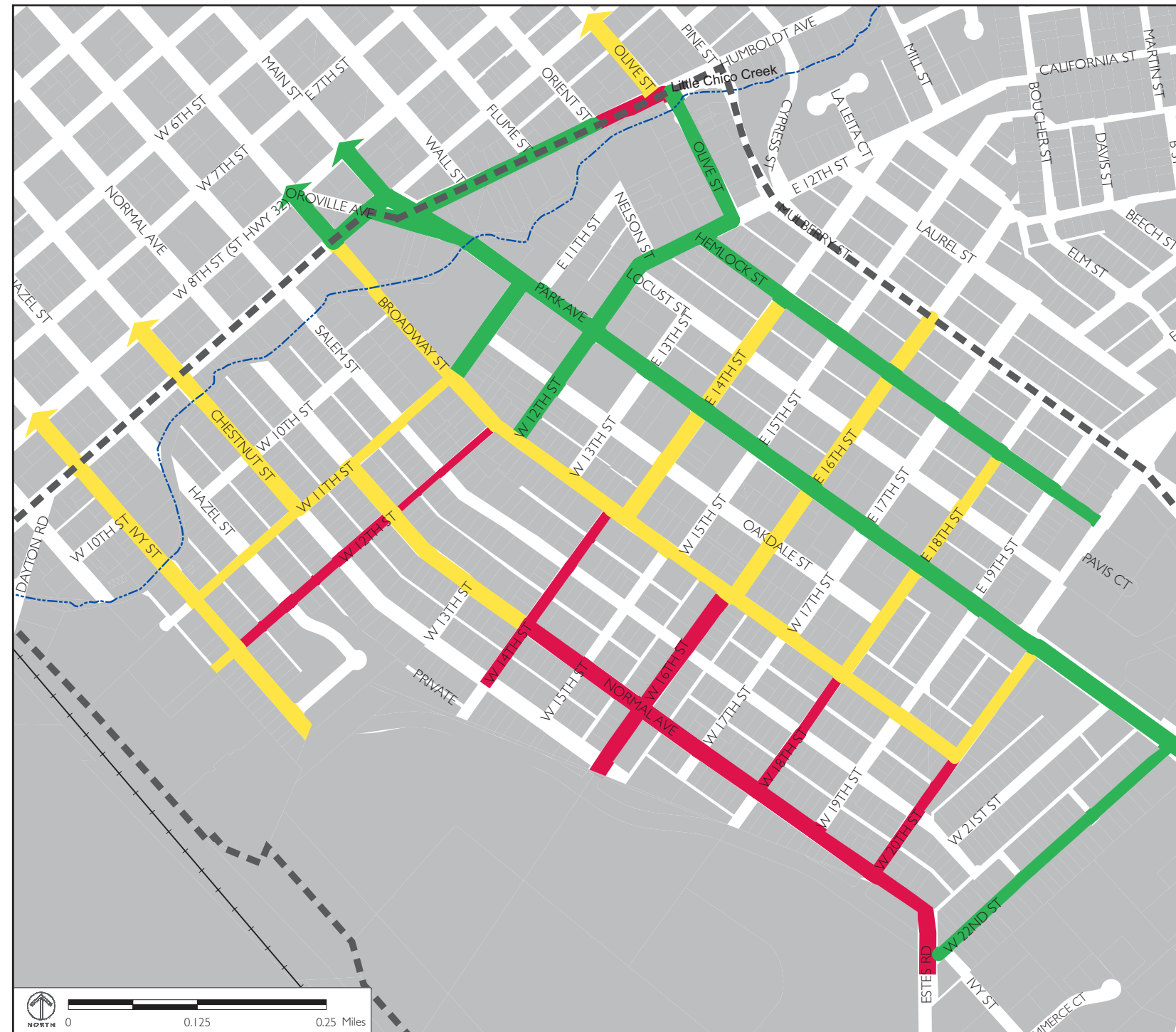
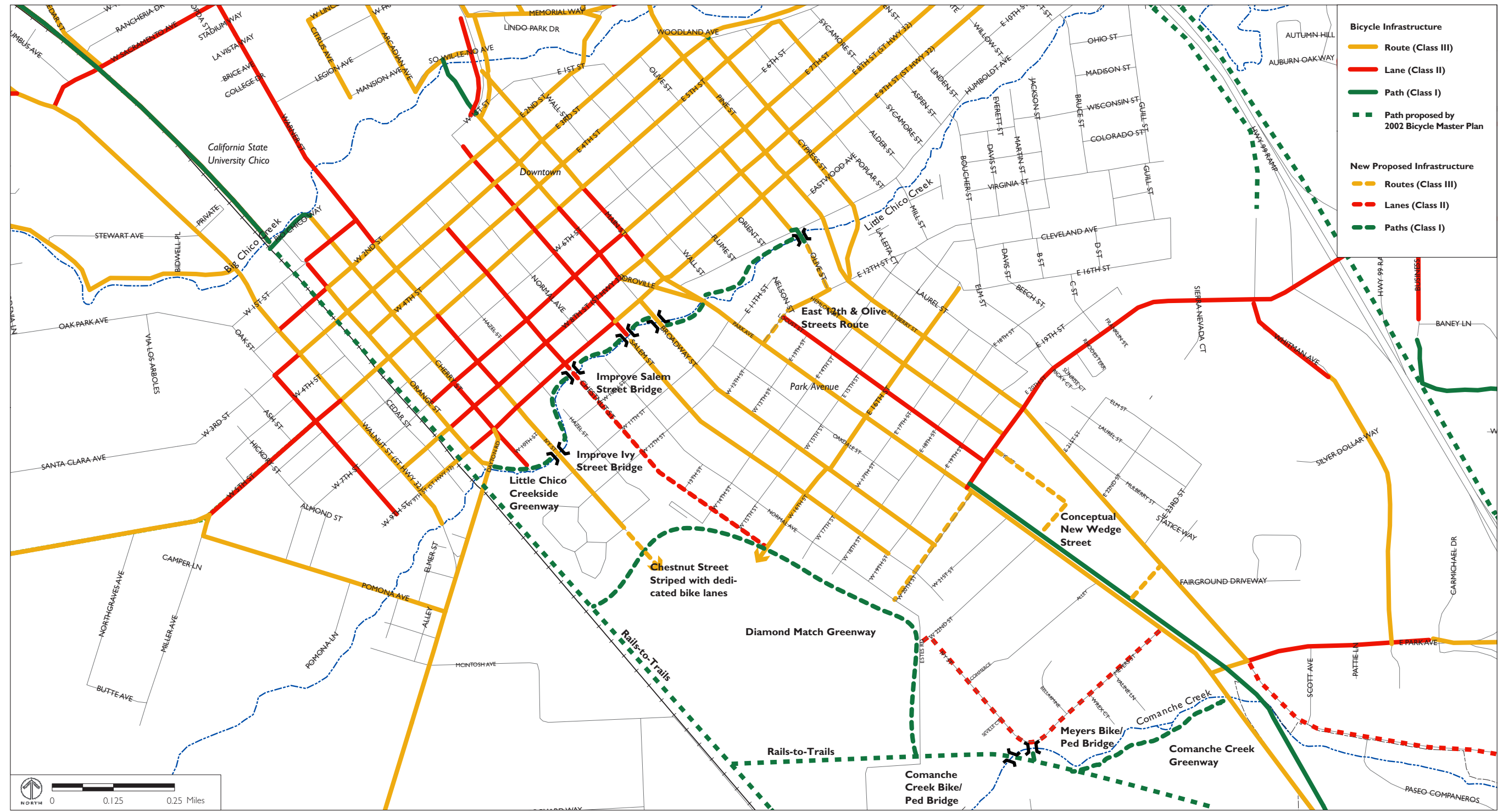


Figure 6-2. Key pedestrian route infrastructure conditions. Green streets have sidewalks in generally good condition and need little or no repair. Yellow streets need to be assessed for heaving and cracking. Red streets have nonexistent or missing sidewalk segments.

KEY PEDESTRIAN ROUTE INFRASTRUCTURE CONDITIONS



BICYCLE INFRASTRUCTURE

Figure 4-18. Typical neighborhood street with wide (60+ feet) right-of-way.

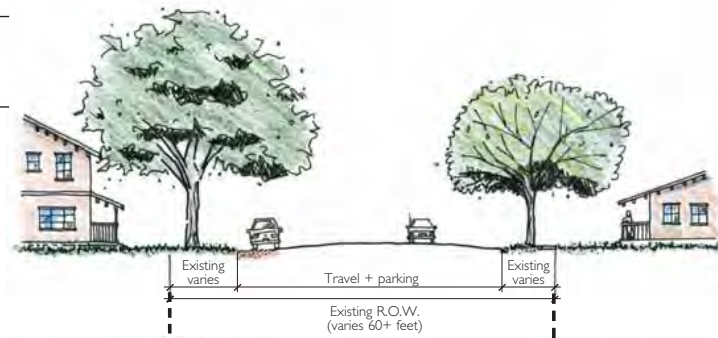


Figure 4-19. Recommended configuration for wide streets, showing a bioswale and a path on one side. The other side is left unimproved.

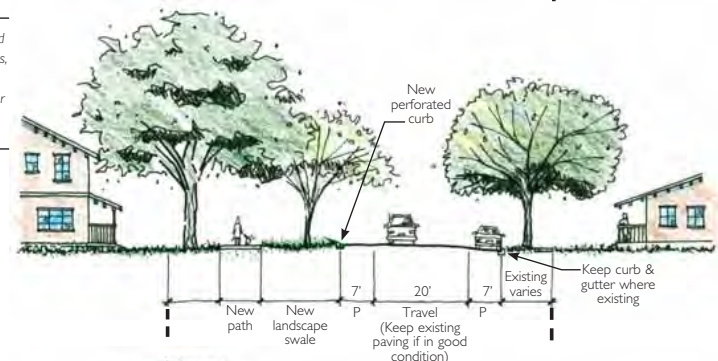


Figure 4-20. Alternative configuration for wide streets, showing sidewalks on both sides.

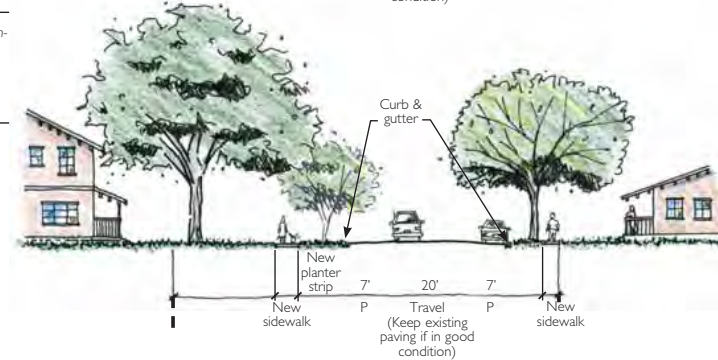


Figure 4-21. Typical neighborhood street with medium (45-60 feet) right-of-way.



Figure 4-22. Recommended configuration for medium streets, showing a bioswale on one side and a sidewalk on the other.

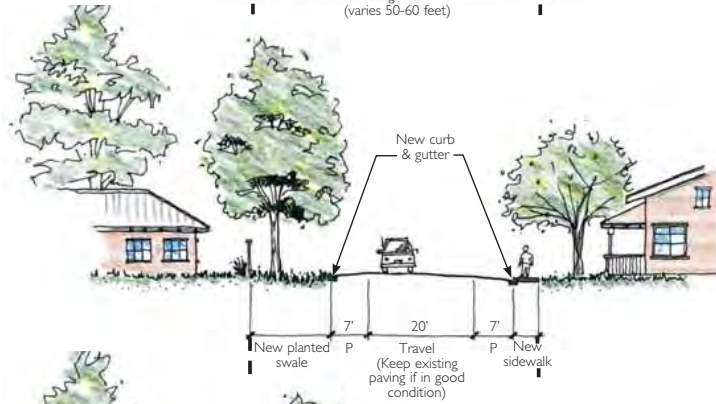


Figure 4-23. Alternative configuration for medium streets, showing sidewalks on both sides.

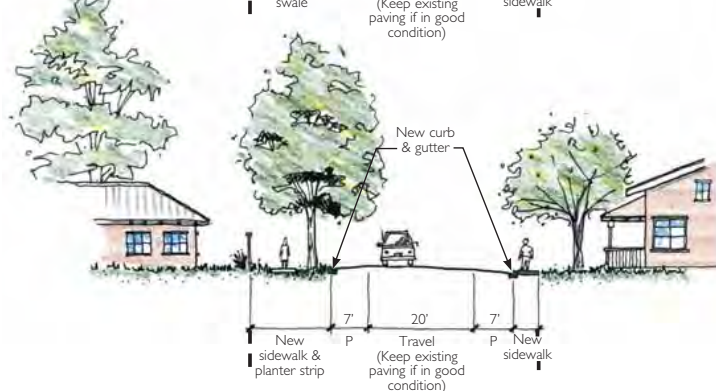


Figure 4-24. Typical neighborhood street with narrow (< 45 feet) right-of-way.

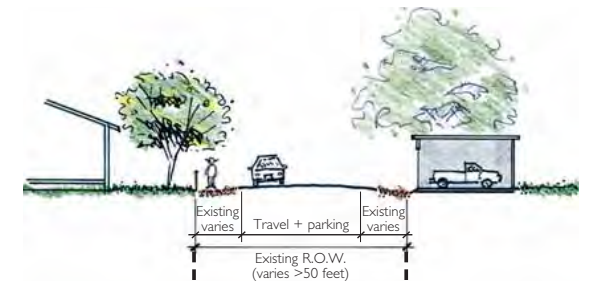
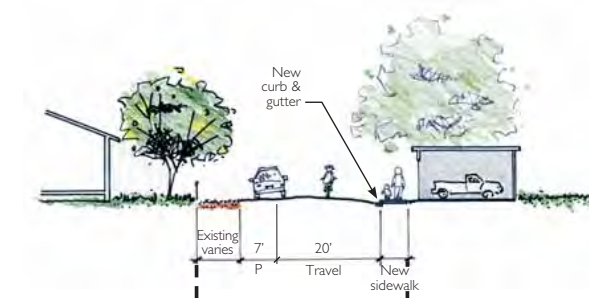
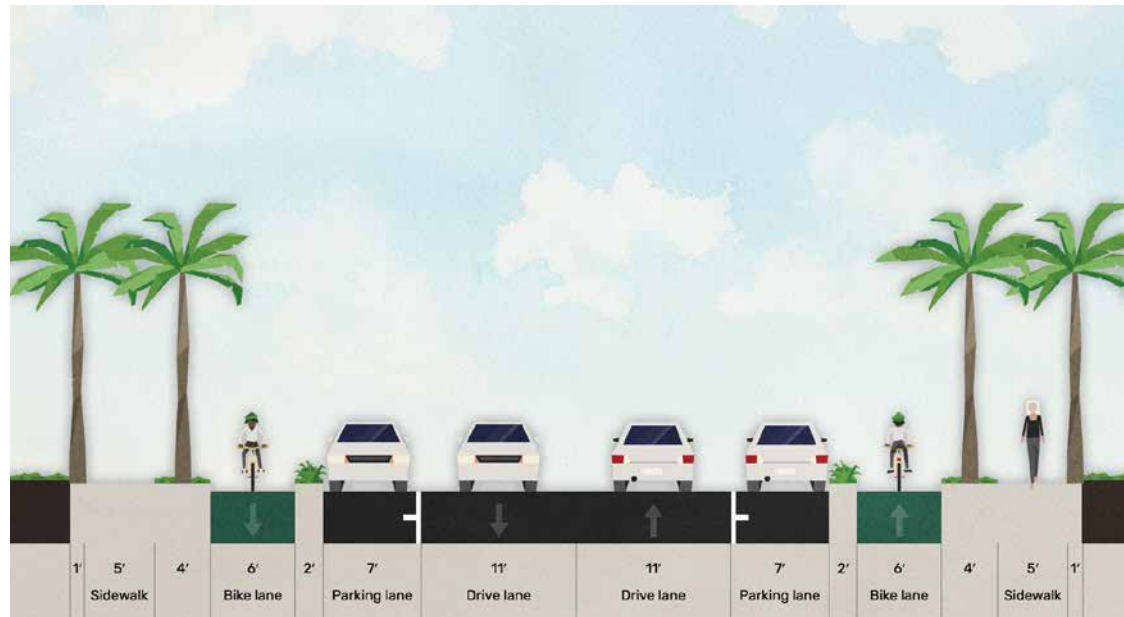
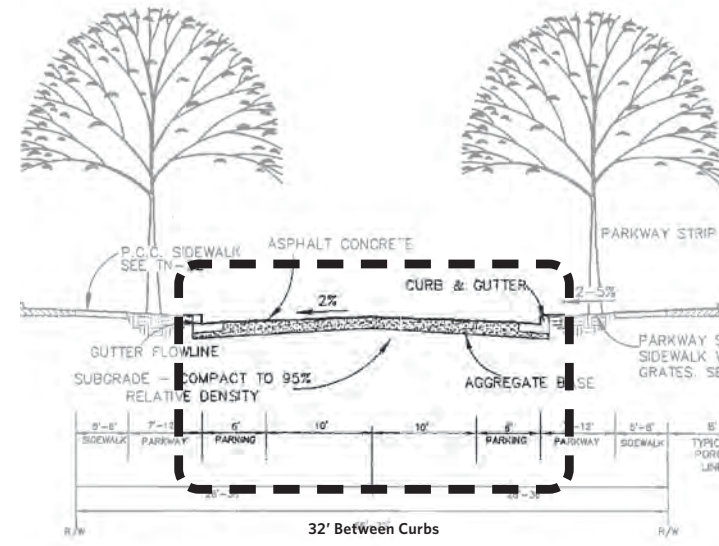
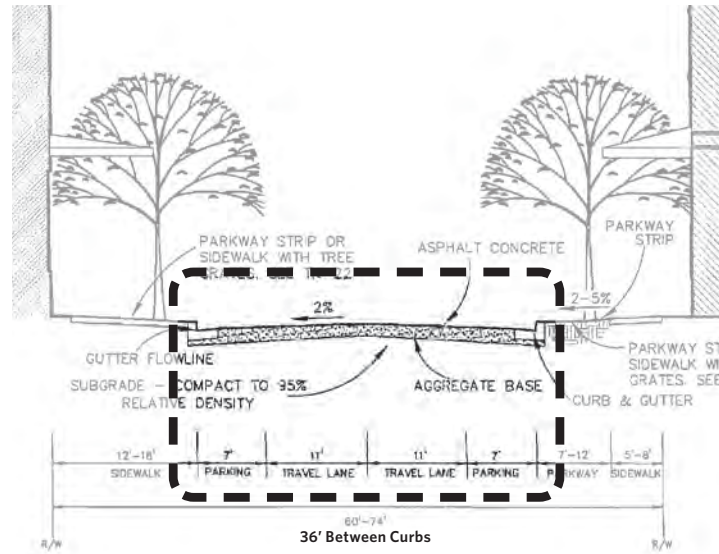


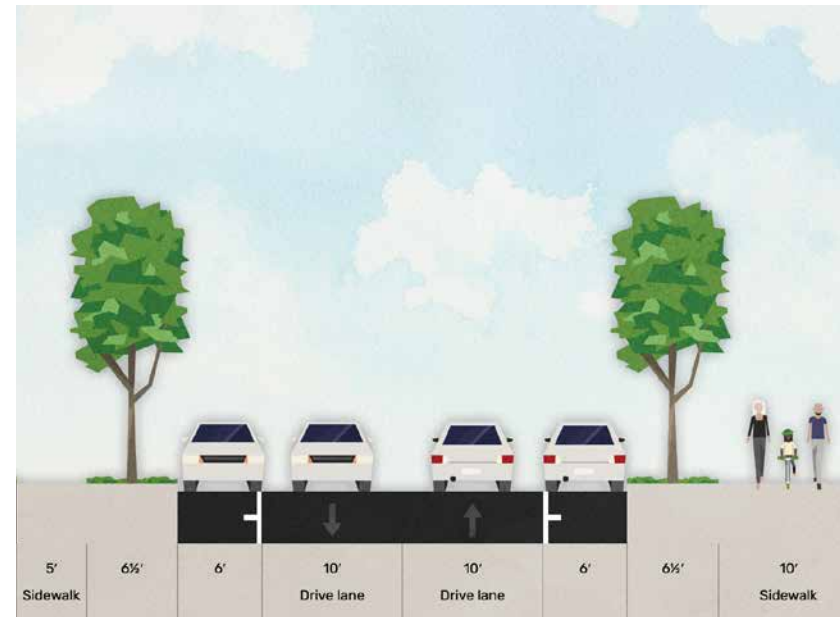
Figure 4-25. Recommended configuration for narrow streets, showing with a sidewalk on one side.



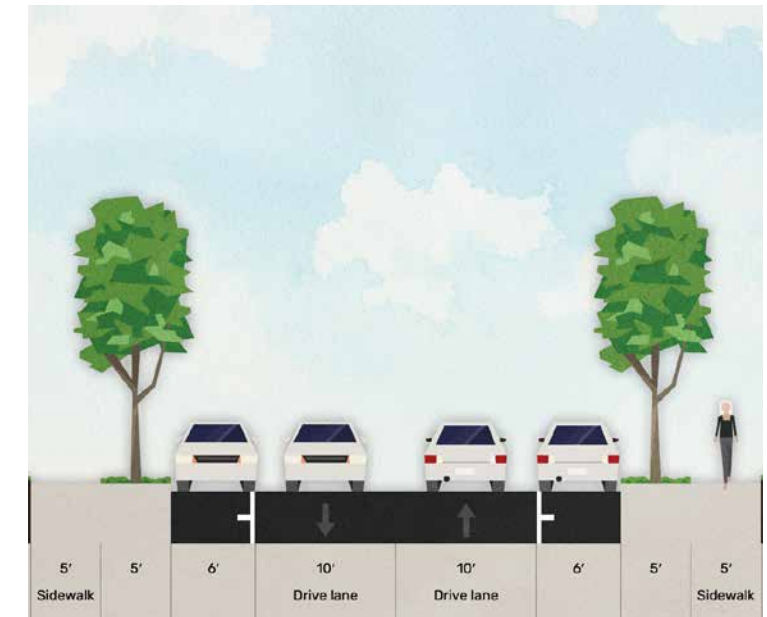
NEIGHBORHOOD STREET STANDARDS



70' ROW
PRIMARY STREETS
(with dedicated bike lanes)



60' ROW
SECONDARY STREETS
(with multi-use path)



52' ROW
SECONDARY STREETS
(typical neighborhood streets)

PROPOSED STREET CONCEPTS

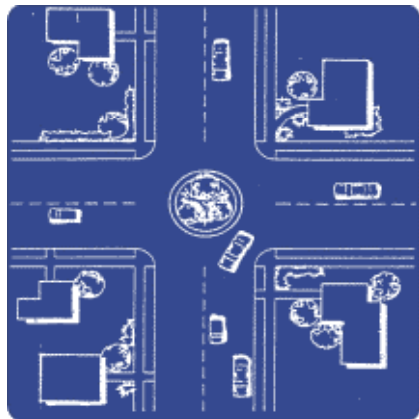


Figure 5-10-A. Mini-Circle.

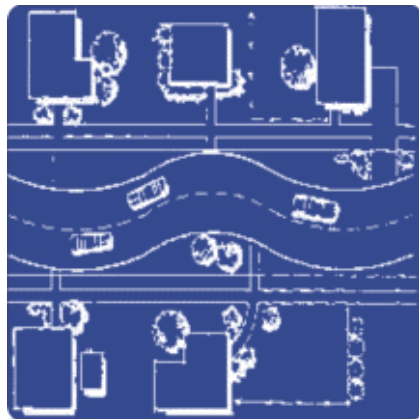


Figure 5-10-B. Chicane.

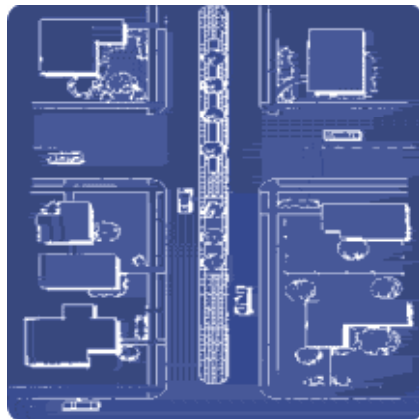


Figure 5-10-C. Median Barrier/Narrowing.

Figure 5-10-D. Slow Point.

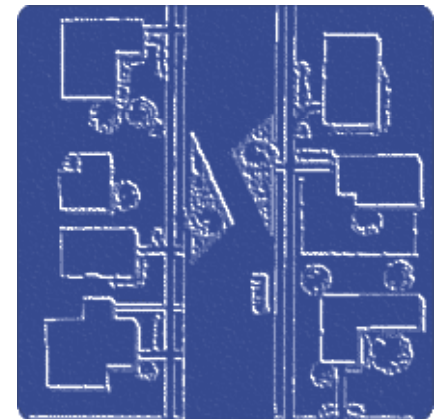


Figure 5-10-E. Intersection Bulbouts.

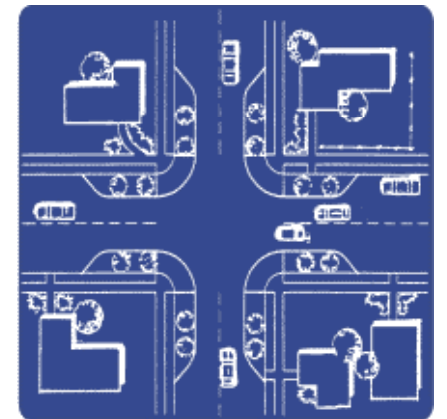
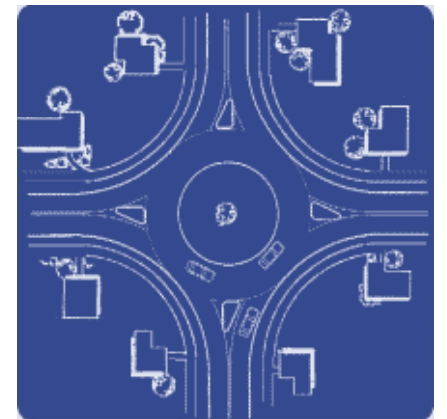
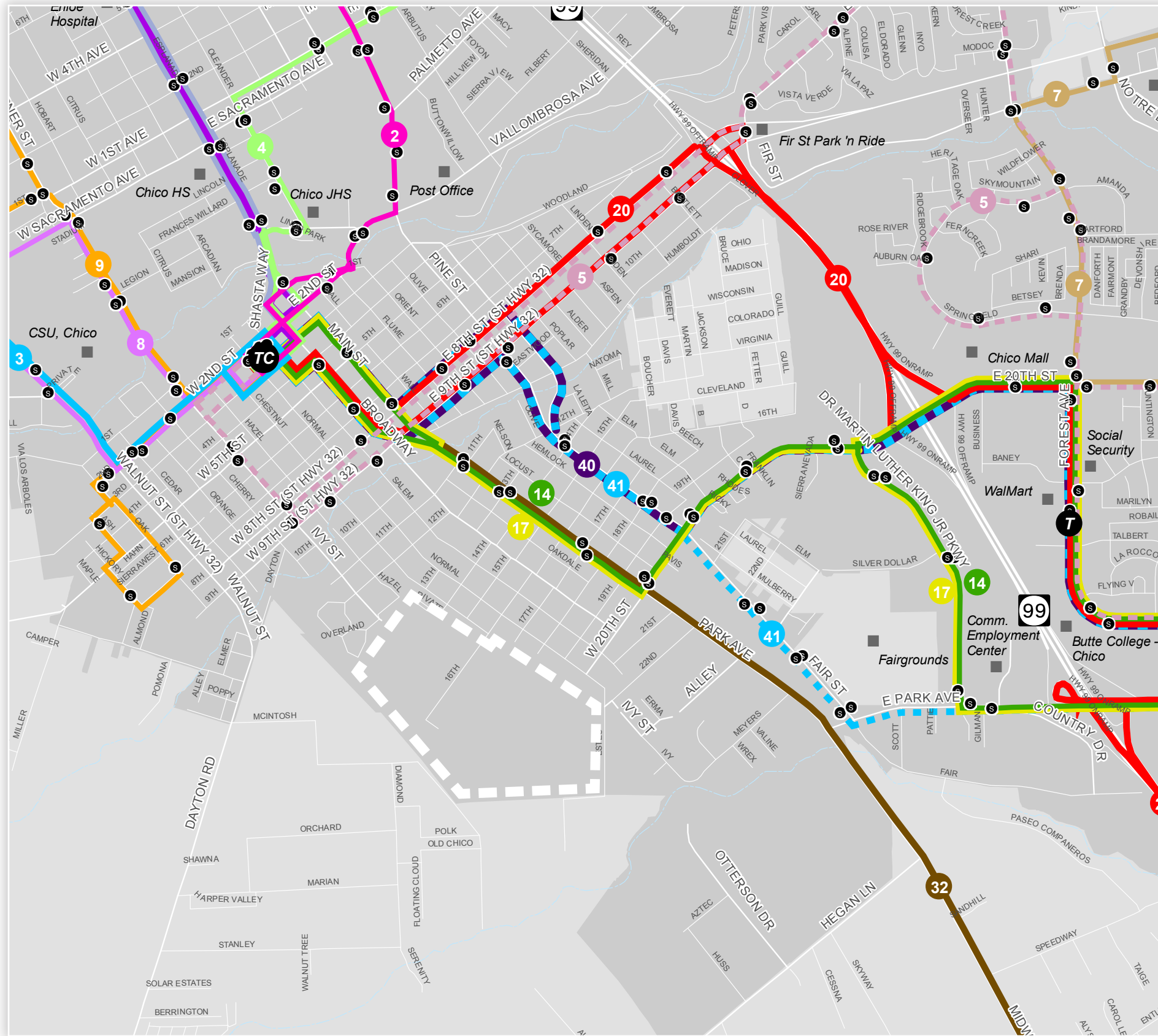


Figure 5-10-F. Roundabout.





TRAFFIC CALMING



B-Line Transit Stops & Routes Chico Area

Revised 1/21/16

LEGEND

- Transit Stop
- Transfer Point
- TC Transit Center
- Route 2
- Route 3
- Route 4
- Route 5
- Route 7
- Route 8
- Route 9
- Route 14
- Route 15
- Route 16
- Route 17
- Route 20
- Route 32
- Route 40/41

B-LINE TRANSIT STOPS AND ROUTES

- GDC is working to blend the various approved street and alley standards into a menu of street types for Barber that will both fit with the existing Barber neighborhood and gain support from the city. Key elements Include:
 - Follow the Neighborhood Plan recommendations to distribute traffic
 - Provide sidewalks on both sides of every street
 - Create a Class I bike path that loops within the entire site, connects amenities, and ties into the Comanche Creek Greenway Trail
 - Plant street trees for shade and install dark skies streetlights for security
 - Implement traffic calming measures throughout
 - Advance strategies to reduce single-occupancy vehicle traffic in favor of other modes of transportation (walking, biking, car share, on-demand ride share, microtransit, rideables, etc.)
 - Promote telework

MOBILITY APPROACH HIGHLIGHTS





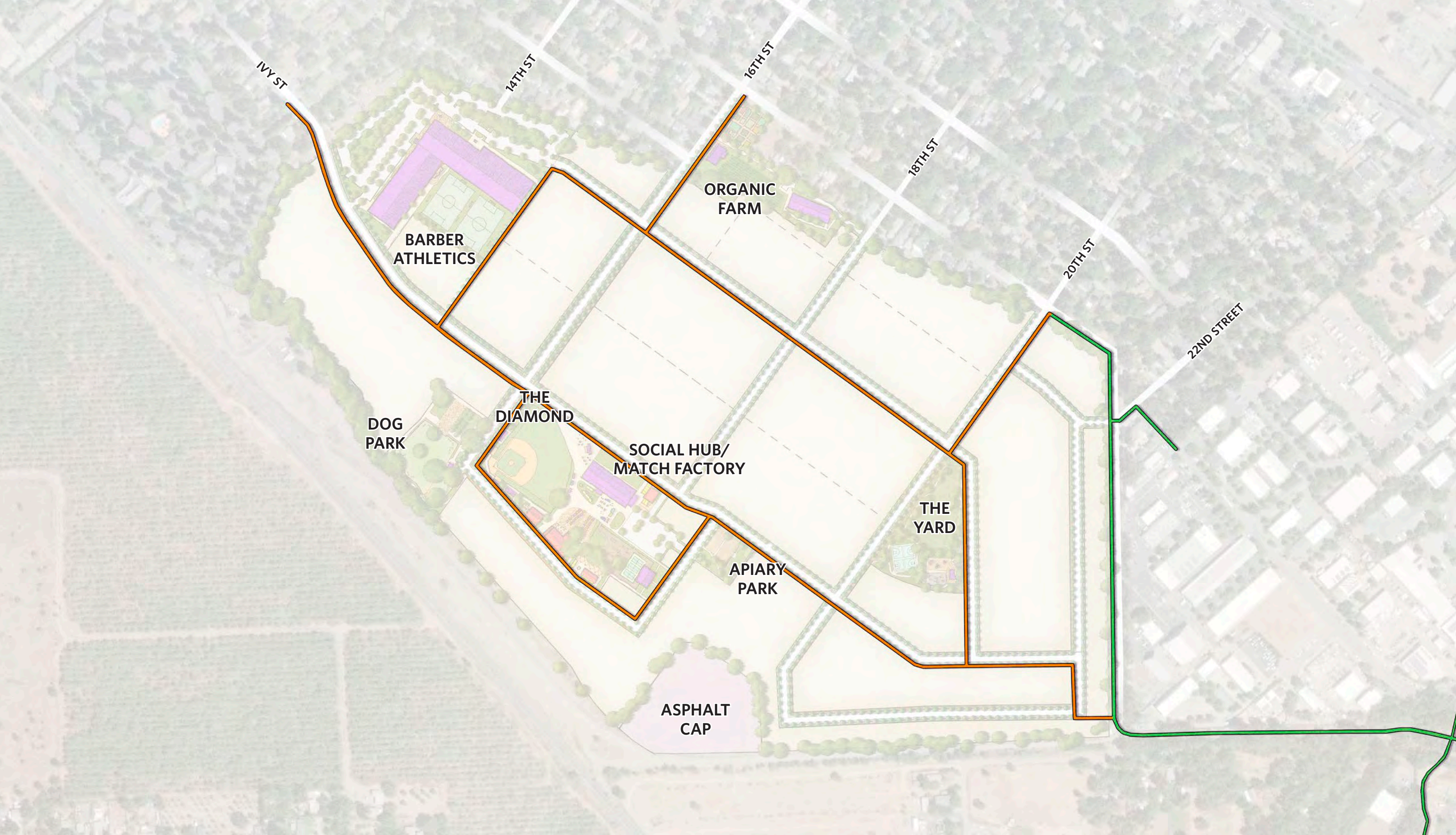
COMMUNITY AMENITIES



SITE AERIAL



MOBILITY AND AMENITIES FRAMEWORK



MULTI-USE PATH NETWORK - ONE MILE LOOP



ORGANIC FARM



ORGANIC FARM



16TH STREET



16TH STREET



THE SOCIAL HUB



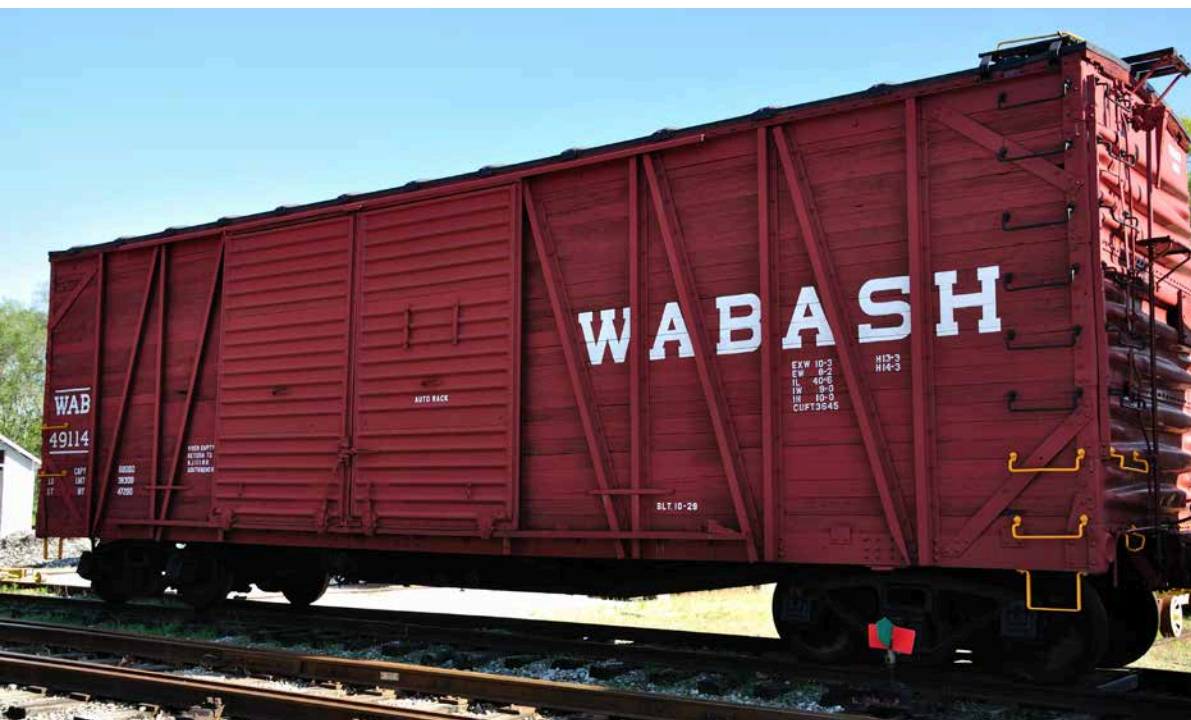
THE SOCIAL HUB



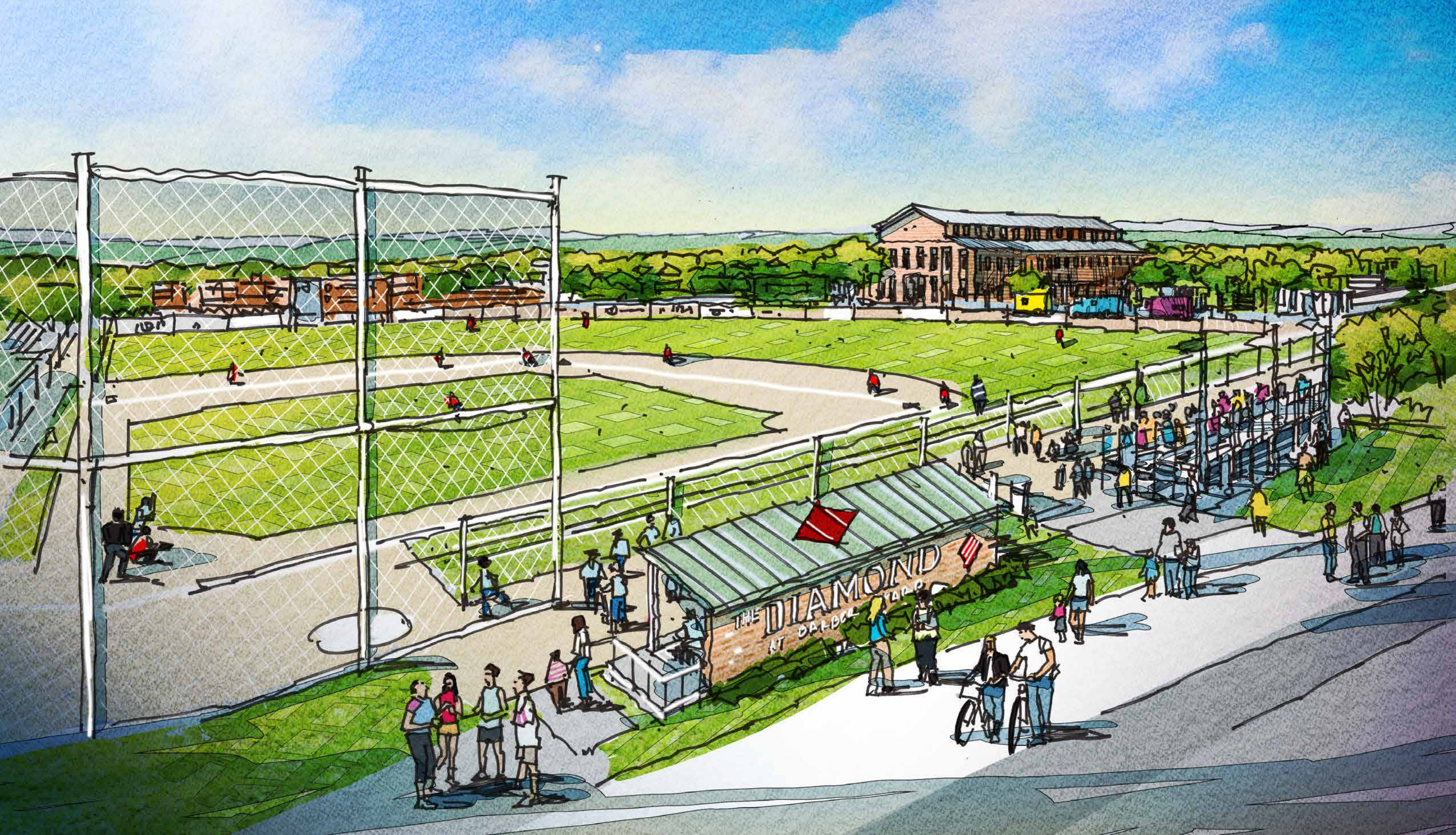
BARBER FOOD PARK



BARBER FOOD PARK



THE DIAMOND



THE DIAMOND



THE MATCH FACTORY



THE MATCH FACTORY

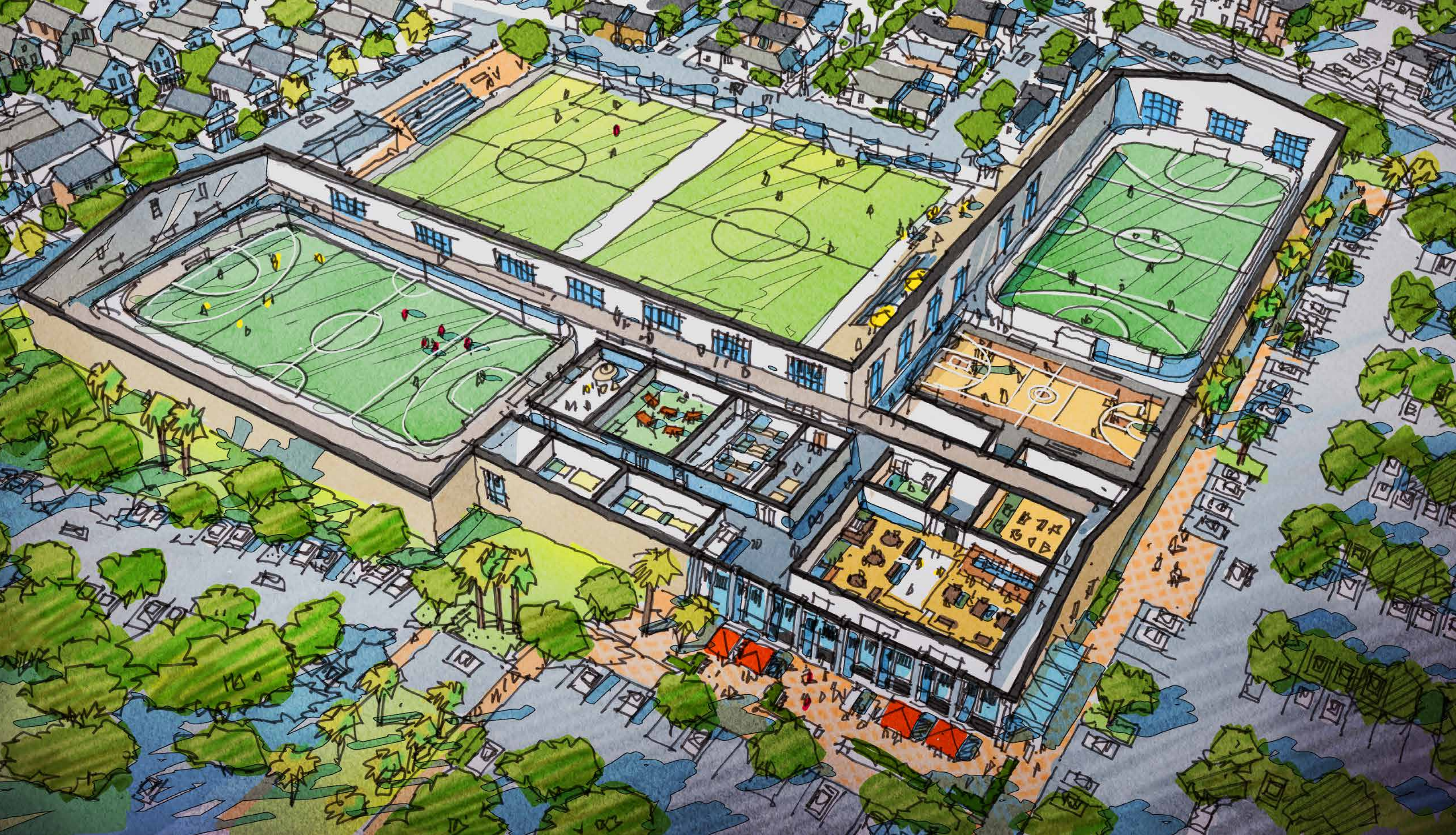


THE MATCH FACTORY

BARBER ATHLETICS



BARBER ATHLETICS



BARBER ATHLETICS



DOG PARK/APIARY PARK/THE YARD



DISCUSSION

BREAKOUT GROUP DISCUSSION

1. What did you like about the mobility and amenities strategies presented tonight?
2. What are the weaknesses, if any, of the preliminary mobility and amenities strategy?
3. What else would you like to see considered?

DISCUSSION



NEXT COMMUNITY MEETING

- Tentatively scheduled via Zoom
October 21, 2021 at 6:00PM
- In the meantime, please go to **www.EngageTheTeam.com/BarberYard** to subscribe to our email list, submit any additional questions you have about the project, and leave comments on the interactive map



Planning Updates Email List

Subscribe to our email list!

If you would like to be invited to upcoming public meetings and keep up-to-date on all Barber Yard Revitalization Project information, click the link below to add your email address to our contact list.

[Join the Email List](#)



Barber Yard Project Questions

Submit your questions!

If you have any questions about the project, click the button below to submit. We will be answering those questions in a Frequently Asked Questions sheet, and posting it to the website soon!

[Ask Your Questions](#)



Interactive Map

Over the course of the project we will be sharing planning concepts and design ideas as they evolve based on community input and consideration. In the meantime, take a look at where the Barber Site is in relationship to the City of Chico!

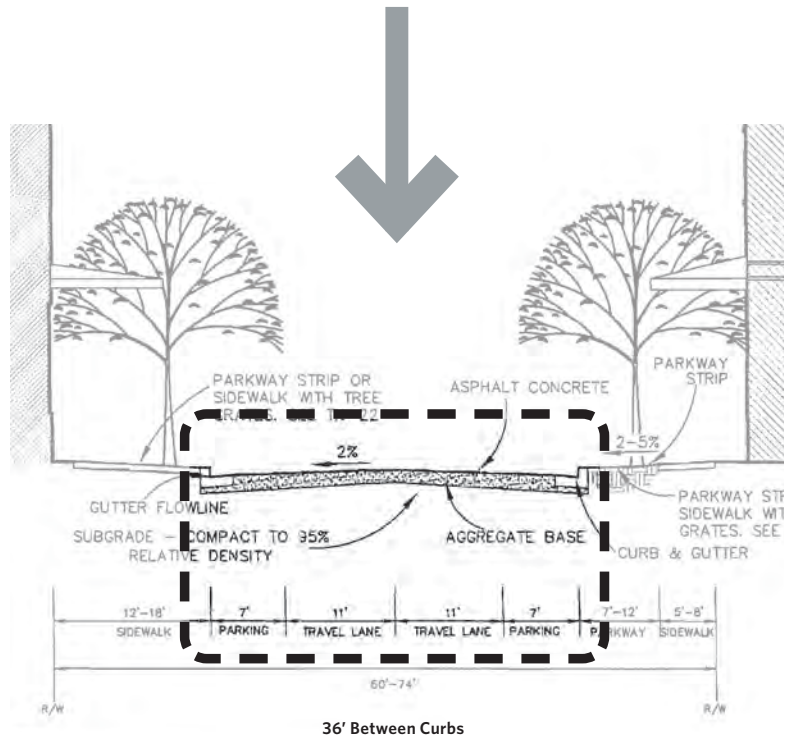
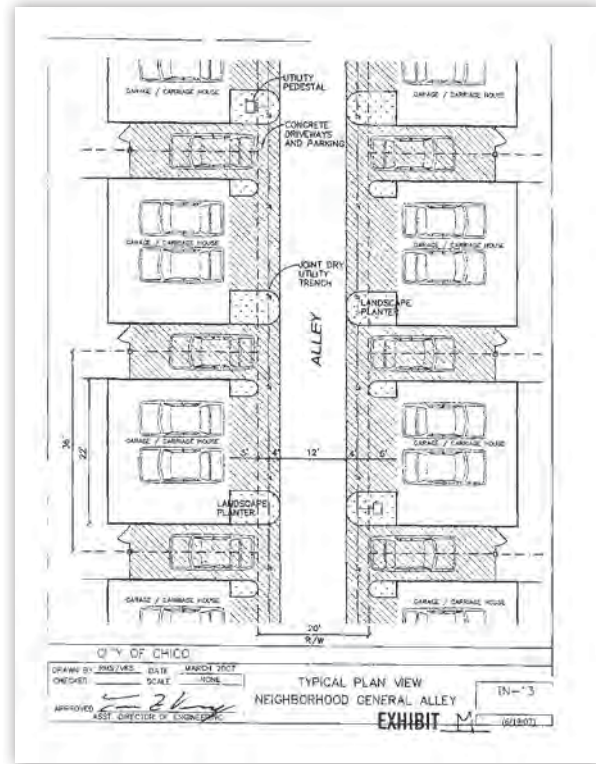
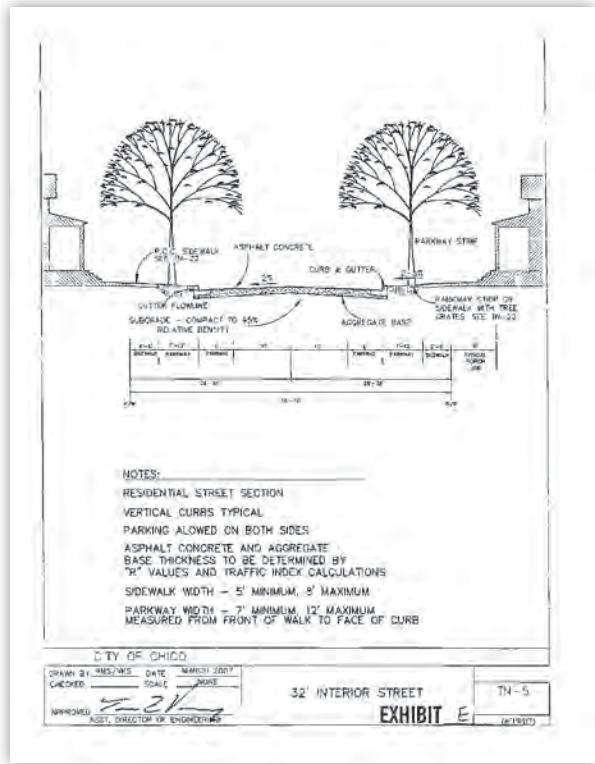
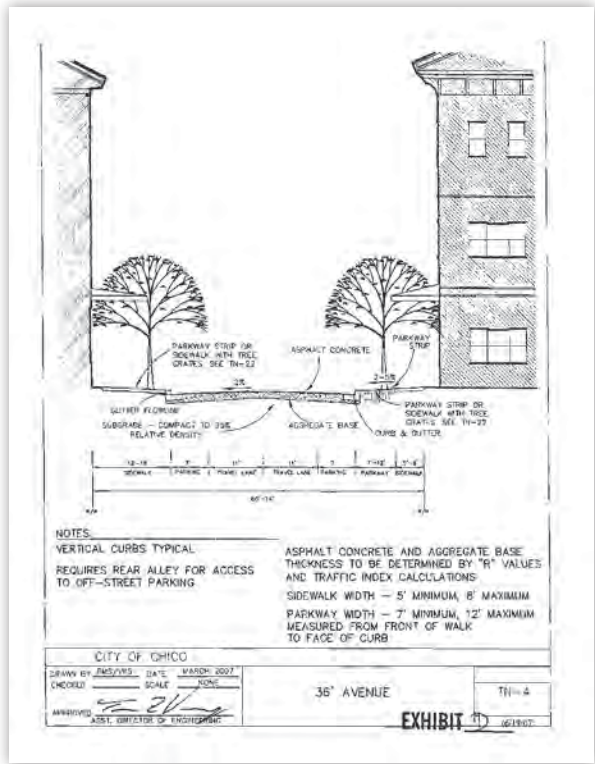
[See Project Map](#)



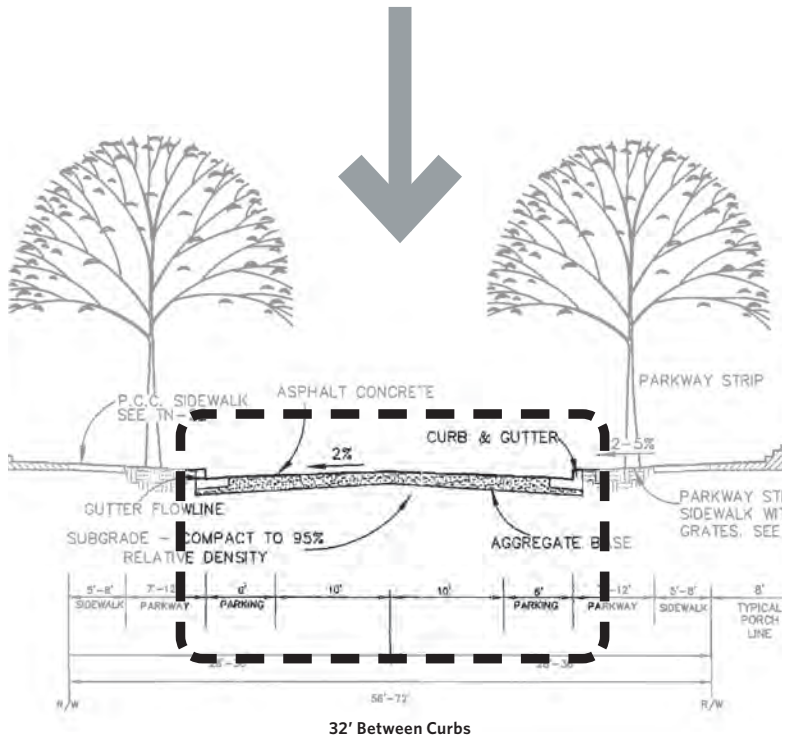
UP NEXT



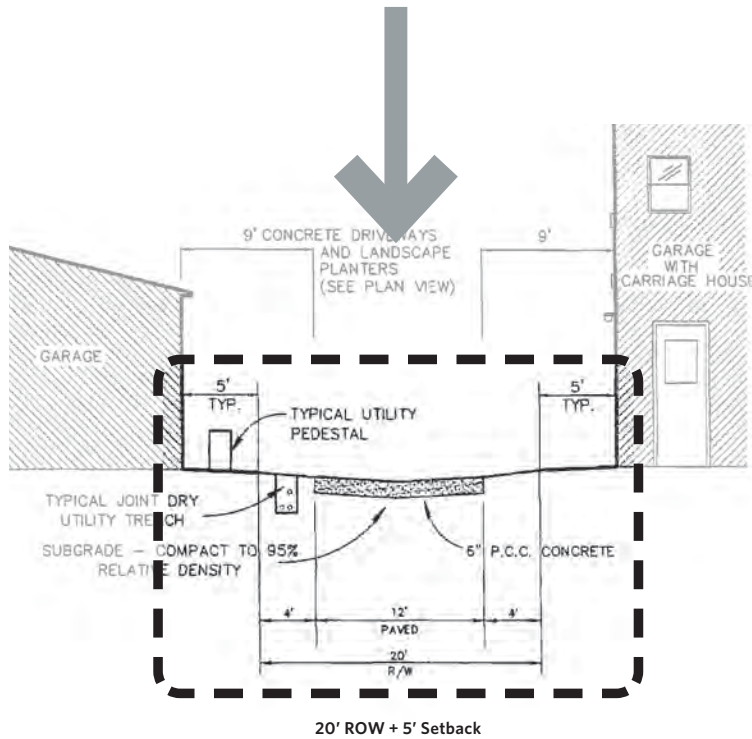
Creating a sense of place through collaboration, context, and community.



PRIMARY STREETS



SECONDARY STREETS



ALLEYS

EXISTING CHICO STREET STANDARDS

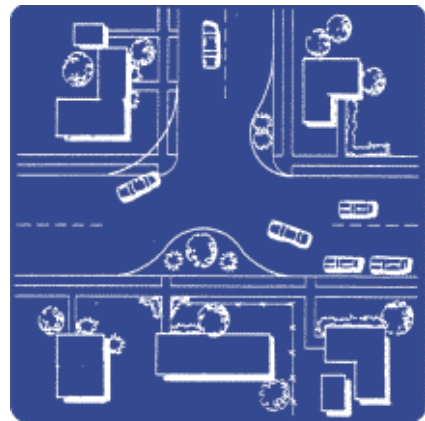


Figure 5-10-G. Choker.

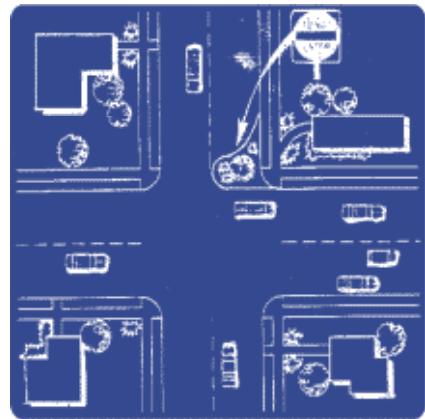


Figure 5-10-H. Half Closure.

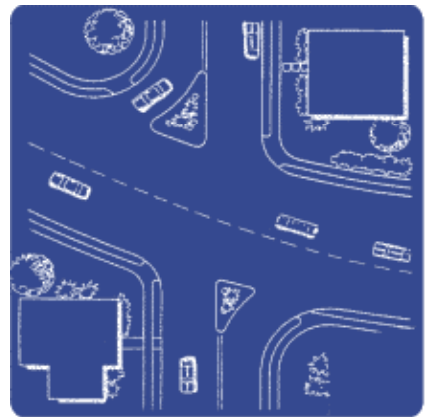


Figure 5-10-I. Turn Restrictions.

Figure 5-10-J. Speed Platform (Raised Intersection).

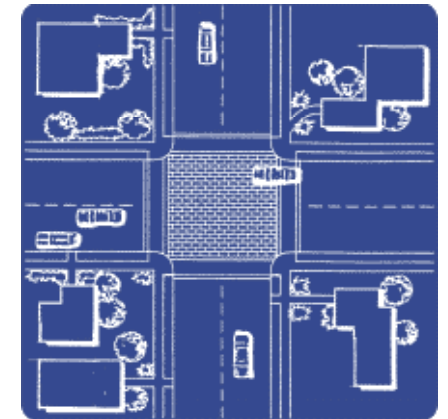
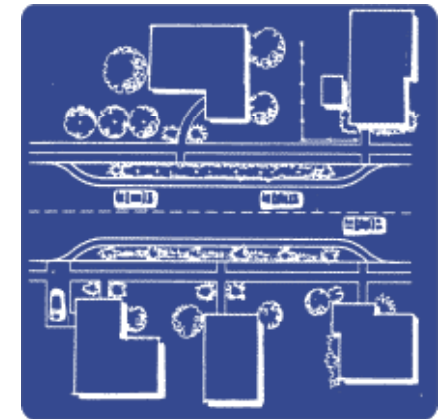


Figure 5-10-K. Neckdown.



TRAFFIC CALMING