

COMMUNITY ENHANCEMENT ELEMENT



The City of Biggs places a high value on the aesthetic character of the city and recognizes and highlights the role of the city's geographic, historical, and cultural features in the creation of the built environment.

I. INTRODUCTION

The Community Character Element sets forth the City's vision on issues related to urban form and community design and establishes policies and programs to guide public improvements and private development. This element encourages and promotes those aspects of the city that are valued and desired by residents and which make Biggs a unique community with a positive memorable character.

Authority and Purpose

Authority for the Community Enhancement Element is provided by Section 65303 of the California Government Code. This section provides authority to cities and counties to add optional elements to their general plans beyond those elements mandated by the state and which reflect issues of local concern or importance to the community. This element focuses on all areas within the Biggs city limits and is intended to maintain and enhance the community's existing character, preserve cultural and historic resources, provide guidance on issues of urban form and function, and preserve the qualities that make Biggs a safe, desirable, and attractive place to live.

The purpose of this element is to establish the basic structure upon which decisions related to urban form and community design can be based and to set forth a program composed of goals, policies, and actions to ensure that investment and reinvestment in the city protects, highlights, promotes, and encourages the physical design features and elements most valued by the community.

This element contains three sections. Section one introduces the element, section two briefly describes various design and city form issues and opportunities, and section three details the goals, policies, and programs of the element. The overall goal of the element is to provide a program for the maintenance and enhancement of the basic elements that make the city the unique place that it is and to provide a vision which serves to create and enhance the desirable characteristics of Biggs. This element focuses primarily on the physical appearance of the community. It provides direct guidance on topics such as design, streetscape, historic structures, and buildings, with the intent of enhancing, promoting, and expanding on the physical qualities of the community.

By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities.

– Socrates



COMMUNITY ENHANCEMENT ELEMENT

The element relates to both public and private development and provides specific policy guidance in focused areas such as the city's downtown. The policies and actions contained within this element are intended to help to ensure that the City of Biggs retains its unique, historic, and desirable elements and qualities.

Relationship To Other General Plan Elements

The Community Enhancement Element works in partnership with the other elements of the General Plan to direct new growth, public investment, public and private improvements, and community revitalization efforts toward the achievement of the overall vision of the Plan. The goals and policies of this element work together with and complement those of the other Plan elements. The City's goals of creating a high-quality, diverse, and balanced community centered on the provision of cost-efficient and effective public services, having a balanced and sustainable transportation system, and fostering a city that is enjoyed by its residents and appreciated by nonresidents work with the goals and policies of this element to achieve the City's broader vision for the future. While the Land Use Element describes the location, distribution, and intensity of land use in the city and the Biggs Planning Area, the Community Enhancement Element focuses on how development should relate to residents and visitors both at the human scale and at the broader city scale.

Background and Context – Urban Form

Since the time of its founding in 1871 to its incorporation as a city in 1903 and extending to the present time, the City of Biggs has undergone a slow but steady evolution. The city has evolved from a regional agriculture hub supporting dry-land crops, such as wheat and other grains, to an active and vital commerce and transportation hub spurred by the construction of local and regional irrigation canals and the Union Pacific rail line, and subsequently into the residential and farming-support community that the city is today. Through the passage of time and the reshaping of the city due to catastrophic fire, changes in transportation, or advancements in technology, the City of Biggs has retained its essential character and the basic urban form upon which it was founded. The roots of Biggs's urban form can be seen in the city's continued adherence to the original grid-based street system, the various original or early structures that include the historic and stately homes along B Street and the historic structures in the city's downtown core, and the architecture of the Biggs Unified School District offices. Today, Biggs remains an agriculture-based community that still feels and moves to the seasonal rhythms of the agricultural world around it. It has been said that the city's essential character is equal parts history and the present and that the combination of these ingredients creates the special mixture of small-town charm and semi-rural living that characterizes Biggs.

II. ISSUES AND OPPORTUNITIES

This section outlines the issues and opportunities within the city related to urban design, city form, historic preservation, and the use of public spaces. Specific policy guidance and actions can be found in the Goals, Policies, and Actions subsection of this element. Definitions for



specialized terms and subject-specific references are provided in the General Plan Glossary (**Appendix X**).

Urban Form

Built Environment

The City of Biggs has many unique and desirable urban-form, structural, and streetscape features common to well-established communities (tree-lined main street, grid-based street layout, historic structures, centrally located city core, etc.). Over the past 100-plus years, Biggs has largely maintained the compact urban form upon which it was originally planned. The majority of the city's residential housing was constructed in the period between the early 1940s and the late 1960s. Building during that period continued to utilize the basic lot-and-block layout of the original city parcel map. Since that time, Biggs has not seen significant new growth or new construction activity and thus has not deviated significantly from the original town layout. The majority of the new residential dwellings and structures that have been constructed in the past twenty to thirty years have been on existing vacant lots or have been reconstruction or remodeling activities accomplished on previously occupied lots. The historic main street, B Street, contains many of the city's oldest homes built in the late 1800s to early 1900s. The oldest homes in the city are generally reflective of a traditional two-story, Victorian style. The combination of the slow progression of growth, the efficient utilization of the city's vacant infill parcels, and the redevelopment of underutilized parcels has created pressure for the city to grow outward beyond its historic core. To accommodate new growth during the next planning period, the City of Biggs will need to look to areas beyond the current city limits. This outward growth pressure will result in the necessity to focus on the integration of the older, established neighborhoods with newer areas of the city and to integrate the more traditional design elements of the city with those areas reflective of a more modern style.

The nonresidential component of the city's urban form centers primarily around the downtown business area on B Street, between Fifth and Seventh streets. The downtown area is located near the current geographic center of the city and has traditionally been the focal point of the community and its events and is the city's primary point of social activity. The downtown area includes Biggs's only service commercial uses and contains the primary governmental functions (e.g., City Hall, the Post Office, the Biggs branch of the county library). The urban form of the downtown area is reflective of a compact style, with buildings generally extending to the street in the front and having limited to no setbacks or open areas between adjacent buildings. The collective style of the downtown core is reflective of the age and evolution of the city's nonresidential center. The eastern edge of the current downtown core is anchored by the historic Carnegie Library and the Colonia Hotel and the shell of the city's historic pharmacy building.

Other nonresidential uses are located closer to the outer edges of the city. The primary industrial area is located in the southwestern portion of the city. Nonresidential uses in this areas include the SunWest rice milling facilities, the City's Public Works Corporation Yard, and



COMMUNITY ENHANCEMENT ELEMENT

the wastewater treatment plant. Biggs High School and Biggs Elementary School are located on the northwest side of the city and frame the entry to Biggs from State Route 99 from both B Street and Rio Bonito Road. Residential areas surround the downtown and extend in a grid pattern toward the agricultural lands surrounding the city.

The City of Biggs will focus on maintaining and creating a high-quality, built environment that respects the city's existing development pattern and style. New development will provide meaningful public spaces, incorporate locally appropriate design and materials, and respect the city's history and sense of place in the region.

Natural Environment

Biggs's edge and edge-transition areas are a second aspect of the city's urban form. These are the areas between the existing developed urban area and the rural residential and agricultural lands that surround the city. Orchards, field crops, and rice fields, along with rural residential uses, border the current city limits. The western edge of the city marks the beginning of a large expanse of active, irrigated agricultural activity mainly used for the cultivation of rice. These areas provide significant open lands with seasonal foraging, habitat, and loafing areas for wildlife. The areas east of the city are predominantly used for the production of tree crops (almonds, walnuts, and prunes) and provide shade and seasonal tree-canopy cover with limited ground-level habitat features. The areas to the north and south of the city are characterized by larger-lot rural residential development and isolated agricultural and grazing uses. These areas are characterized by a primary mix of residential and agricultural structures and small agricultural or ornamental areas providing limited and fragmented habitat areas.

The agricultural fields and orchards are important elements in defining Biggs and provide a sense of enclosure that defines the city's urban space. As the city continues to experience pressure to expand outward from its existing urban center, treatment of the urban-agricultural and urban-rural edge will be an important consideration. New development will recognize the value of the natural environment for humans, animals, and plants and will incorporate natural areas and features into the project design in a way that maintains the overall integrity and feel of the city's natural environment heritage.

Gateways

Clear gateway entrances into and out of Biggs help to establish a strong local and regional identity. A gateway is a visual entrance into a community, usually characterized by a transition from agricultural to urban landscape and often accentuated by monuments or design features. Prominent entrances can establish a sense of arrival and departure from an area and promote a sense of place for a community. A gateway location will gradually change over time as the urban area develops. The purpose of the gateway, however, is constant. The gateway welcomes visitors and residents into the community and provides a lasting image upon departure. Biggs's primary gateways are B Street and Rio Bonito Road from the east, Eighth Street from the north, and Sixth Street and West Biggs-Gridley Road from the south. New development will retain the



desirable elements of the city's existing gateways and enhance and add to the value that the entrances provide to Biggs.

Streetscape/Street Pattern

Streetscape

The streetscape, or view from the road, of the city is an important and powerful visual reflection of the community's image. A city's streetscape consists of many elements, including trees, landscaping, and street furniture (benches, trash receptacles, street lighting, etc.), and can include the private yard space of residences adjacent to the street. The connection between the public streetscape (streets, sidewalks, public improvements) and the private streetscape (front yards, landscaping) serves as an important visual element and can affect factors such as property values, community pride, and property investment. For residents and visitors alike, what people see from the street often frames their impressions of the city. As a result, streets, street improvements, and the view from the road are very important aspects of the overall appearance and perception of the city. This General Plan places a high value on the quality of Biggs's streetscapes and seeks to establish a policy framework that works to retain the existing desirable qualities and change the undesirable elements of the city's streetscape.

Street Pattern

The original street pattern in Biggs is based on a grid system and is generally aligned with the railroad tracks. Streets are laid out in a rectilinear pattern running in a north-to-south and east-to-west orientation. The city's small size, combined with mobility options and the small-town feel that a grid street pattern provides, is a strong identifying element for Biggs and is an element that residents have indicated they enjoy about the city. Recent developments have sought to deviate from the use of the traditional grid street pattern in favor of streets having features identified as being more desirable to modern consumers (cul-de-sacs, discontinuous links, etc.). The creation of cul-de-sacs and curvilinear streets deviates from the historic circulation pattern in the city, and residents have indicated that such streets detract from the traditional character of Biggs. Additionally, the creation of cul-de-sacs and nonlinear street patterns limits access and movement through the city and tends to channel traffic movement onto main streets. The continuation of the traditional grid-based street design may become increasingly difficult due to landownership patterns, physical environmental features (canals, ditches, and environmental constraints), and economic and land use efficiency considerations. When and where possible, the City and its residents desire to maintain the integrity of the grid street system as the city expands and seek to limit restrictive circulation patterns that may detract from the community character and create barriers to movement.

Maintaining the basic integrity of the grid street pattern allows for increased circulation and mobility options and greater options for reaching various destinations by all modes of travel. Roadways that are fragmented or end by design often provide poor connection with surrounding roads and load traffic onto adjacent higher-volume streets. Such circuitous or dead-



COMMUNITY ENHANCEMENT ELEMENT

end streets cause residents to drive extra miles, increasing emissions, focusing traffic, and restricting mobility choices and route options.

Street Trees/Planting Strips

As described elsewhere in this element, the city's grid street pattern produces a small-town feel that is key to the historic character of Biggs. One feature that enhances the feeling is the incorporation of trees and planting strips within the city right-of-way adjacent to the street. City residents have continually noted the presence of street trees and right-of-way landscape plantings as being a highly desirable element of the city's streetscape. In addition to providing a defining visual element for many of the city's streets, street trees and right-of-way landscaping help to soften or minimize the visual impact of concrete and asphalt improvements, provide shade, enhance air quality benefits, minimize urban heat buildup, and offer areas of urban habitat for wildlife.

Street trees and right-of-way landscaping plantings are selected from a list of approved trees and landscape options to strengthen and provide continuity along city streets, minimize structural damage that can be caused by root intrusion and uplift, and reduce irrigation demands from water-intensive and non-native or regionally inappropriate species. This element of the General Plan reinforces the City's commitment to street trees and landscaping as an important element of the overall community feel.

Street Furniture and Pedestrian Pathways

The term "street furniture" refers to the various pieces of hardware or improvements found within the public right-of-way for the convenience of pedestrians, bicyclists, and users of the public street. Such improvements commonly include benches, trash receptacles, drinking fountains, recycling boxes, bicycle racks, bus shelters, information kiosks, decorative street lighting, and similar items designed and intended to create a functional, friendly, and aesthetically pleasing environment for users of the public right-of-way. The use and selection of a visual aesthetic can help to identify special districts or areas within the community and can help to create a sense of place or feeling about an area or location. The use of street furniture in the City of Biggs is generally limited to the downtown area and locations on or adjacent to school or park facilities. The City and this General Plan seek to promote the use of appropriate, functional, and necessary street furniture to enhance the feel of the community and to help define and enhance the positive feeling of users of the city's street system.

Sidewalks and pedestrian pathways are important elements to the city's overall visual aesthetic and help create connections within the community. Not all people move and travel using vehicles, and the creation and enhancement of a functional, efficient, and cost-effective system of pedestrian paths, sidewalks, and street improvements (handicapped ramps and curbs and gutters) enhances travel options, encourages people to walk or bike instead of using an automobile, and increases public safety for schoolchildren and users of the public right-of-way system. The City of Biggs has undertaken numerous significant and important projects to install sidewalks and street improvements on city streets. However, a significant number of streets do not have full improvements, and pedestrians using streets without sidewalks often walk in



vehicle travel lanes. Additionally, the lack of curb, gutter, and accessibility ramps creates localized water ponding conditions, results in the tracking of mud and debris on city streets, and limits mobility options for disadvantaged residents. The City of Biggs and this General Plan seek to encourage the installation of street improvements, sidewalks, and pedestrian paths to establish an efficient and effective pedestrian mobility system and enhance the visual aesthetic of the city using available grant and loan programs designed to leverage local monies.

Downtown Revitalization

The city's downtown business area is in the center of the community and, with the exception of the local schools, serves as the primary focal point for community activity. The city's original layout located the commercial and governmental functions of the community in its geographic center and adjacent to the primary transportation features in the area at the time—B Street and the newly installed railroad lines. Through the years, the city's downtown core has evolved from a thriving regionally significant hub of transportation and commerce containing hotels, restaurants, saloons, and basic services, to a bucolic "small-town America" downtown providing basic retail goods and services to city and local area residents, to a struggling commercial center grappling with changes in the regional economy, the elimination of proximity to regionally significant transportation features, and a declining local population base. However, whether through forced change as a result of catastrophic fires or elected change as a result of a modification in necessary services, the downtown area has remained the core of the city.

Historically, the City of Biggs has been a community with an attitude of self-reliance and self-sufficiency. Biggs is a city that likes to take care of its own. The downtown area was once an active and positive focal point of the town. In recent years, the downtown has slowly declined as once thriving businesses have shuttered, regional competition has increased, and market trends have shifted away from small, local goods and service providers to a larger, consolidated, and more transportation-dependent regional focus.

One of the results of the decline in the downtown area has been a shift in the community's attitude toward the city and its ability to provide basic services and goods. Many city residents now see Biggs as unable to provide the basic goods and services necessary for day-to-day activities and look to outside opportunities for basic shopping needs and day-to-day services. In 2008, the City completed a study effort to explore what market opportunities exist within the local service area that could help support an effort to revitalize the downtown area. The Downtown Economic Analysis study looked at market segments, service gaps, and potential options for the establishment and growth of new businesses in the downtown area. In 2010, the City prepared a Downtown Visual Master Plan that continued its efforts to study the opportunities in the downtown core. This Downtown Visual Master Plan document looked at establishing a common design theme for the downtown, explored potential building reuse issues, and outlined small but achievable steps that the City and local volunteers could take to begin the process of beautifying and reinvigorating the downtown area. These studies, coupled with future City efforts and the work of dedicated volunteers and residents, will once again



COMMUNITY ENHANCEMENT ELEMENT

create and ensure that the city's downtown commercial core is a location of positive focus and energy for Biggs.

The challenge for the City during this planning period is to continue to seek ways to strengthen and revitalize the downtown core. This General Plan recognizes that an economically strong downtown is both necessary and desirable for residents to maintain pride in the community and to assist the City in its efforts to move toward other significant City goals and objectives. The Community Enhancement Element reinforces the idea that Biggs and its residents should work diligently to revitalize the downtown to encourage a strong and self-sufficient city that provides the basic core services necessary for residents. This element also seeks to balance the concept of retaining the historic attributes and elements of the downtown area as revitalization and revisioning efforts are pursued.

Historic Preservation

The City of Biggs has a rich cultural and historic past. Originally inhabited by members of the Maidu tribe, the Biggs area was part of the Fernandez Land Grant. This land grant was made by the Mexican Governor of California, Governor Pio Pico, in June 1846 and totaled roughly 17,800 acres. The recipients of this grant were Dionisio and Maceimo Fernandez.

The City of Biggs owes its beginnings to the value of local soils for agricultural purposes. Originally established to serve the agricultural uses of the late 1800s, the building of the California and Oregon (later the Southern Pacific) Railway played an important role in the city's growth, and Biggs developed as a locally important shipping point for agricultural products.

With the growth of agriculture in the area and the building of the railroad, Biggs can date its beginnings to 1870. Originally named Biggs Station in 1871 after Major Marion Biggs, the town's name was shortened to Biggs in 1903, when the area was incorporated into a city. During the period of time leading up to the city's incorporation in 1903, the city's population expanded with the growth of the region. Stores, hotels, blacksmith shops, butcher shops, and houses were built in Biggs; the area where the city is now located was the second most populous location in Butte County. The City of Biggs had two serious fires in 1878, the combination of which destroyed most of the town's wooden buildings. In an effort to minimize the fire risk that wooden structures presented, new brick buildings were constructed in their place. Fire again took most of the buildings in the downtown area of the city in 1903, and a major flood in 1907 was said to have flooded most of the structures in the city.

The combination of fires and floods destroyed many of the city's buildings; however, some structures remained and were salvaged or rebuilt altogether. Today, numerous older dwellings and buildings remain as a testament to the history of the city. The old houses and downtown of the community are a testament to the vitality of the city during the late 1800s and early 1900s.

Table CE-1 below identifies the historically significant structures and dwellings in the city, and **Figure CE-1** shows their locations.

COMMUNITY ENHANCEMENT ELEMENT

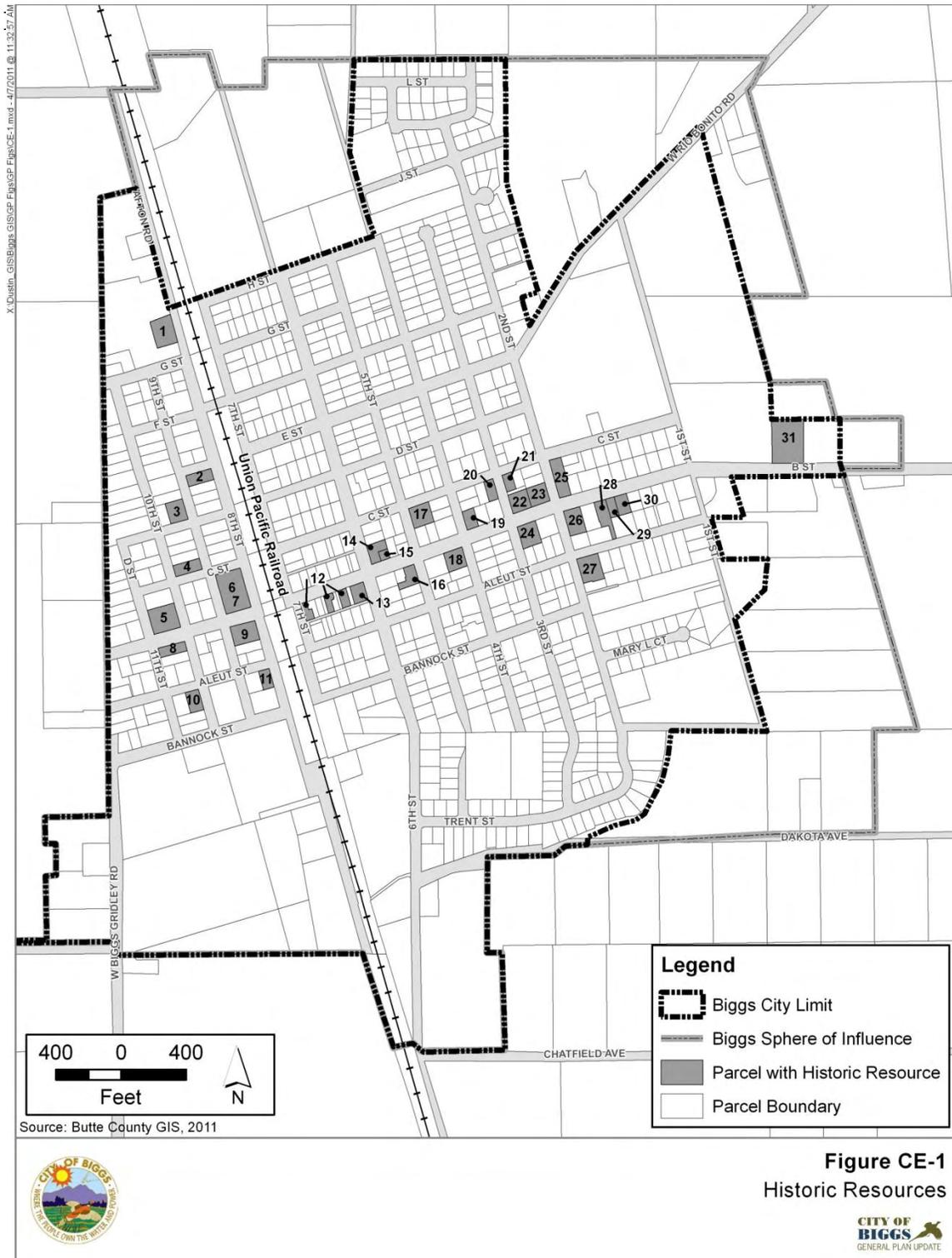


TABLE EC-1: HISTORICALLY SIGNIFICANT STRUCTURES

Site Number	Structure Name and Location
1	Doty Grain Storage
2	Ditzler House, 3069 Eighth Street
3	3055 Ninth Street
4	3031 Ninth Street
5	Doty House, 3009 Tenth Street
6	Biggs Water Tower
7	Biggs Jail House built by WPA, 3005 Eighth Street
8	2995 Tenth Street
9	Diamond Match, 2687 Eighth Street
10	2967 Tenth Street
11	A. J. Store House, 2970 Eighth Street
12	South Side of B Street
13	Hotel Colonia, Corner of B Street and Sixth Street
14	Sacramento Valley Bank, 470 B Street
15	Carnegie Library, B Street
16	Albers House, 457 B Street
17	Methodist Church, 441 C Street
18	Hastings House, 429 B Street
19	Cannoy House, 1871
20	403 C Street
21	395 C Street
22	W. M. Smith, 394 B Street
23	B Street and Second Street
24	Caldwell House, 393 B Street
25	Chatfield House, 372 B Street
26	Brinks House, 369 B Street
27	Mitchell House, 369 Aleut Street
28	359 B Street
29	353 B Street
30	347 B Street
31	Biggs Grammar School (BUSD Administration Building), B Street



COMMUNITY ENHANCEMENT ELEMENT





III. GOALS, POLICIES, AND ACTIONS

Goal CE-1: Maintain the small-town character that makes Biggs a special place to live.

Goal CE-2: Ensure that buildings and site improvements are well designed and positively contribute to the image of the city.

Goal CE-3: Recognize the importance of maintaining strong and recognizable urban edges and promote project designs that respect the physical environment.

Goal CE-4: Actively work to enhance the positive and distinctive images of the city by strengthening the city's focal points, gateways, and core.

Goal CE-5: Ensure that public facilities and infrastructure projects enhance and complement the City's community enhancement goals and policies.

Goal CE-6: Create attractive streetscapes that complement public and private properties and create a positive and comfortable feeling for residents and visitors.

Goal CE-7: Actively work to enhance the visual and aesthetic qualities of the city's downtown core area through partnerships, volunteerism, and promotion.

Goal CE-8: Maintain and enhance the historic resources, qualities, and character of the City of Biggs.

Urban Form

GOAL CE-1: MAINTAIN THE SMALL-TOWN CHARACTER THAT MAKES BIGGS A SPECIAL PLACE TO LIVE.

Policy CE-1.1 (Compact Form) – Maintain the compact form of the city through the efficient use of land and the maintenance of the grid-based street system as a primary feature of the city's physical design.

Action CE-1.1.1 Update street design standards to support the goals and policies of the General Plan, discouraging street patterns that are not based on the basic concepts of a grid street pattern.



COMMUNITY ENHANCEMENT ELEMENT

Policy CE-1.2 (Access-Restricted Development) – Strongly discourage access-restricted developments because they discourage connectivity and isolate specific areas of the city.

Policy CE-1.3 (New Development) – Direct that new growth will incorporate the basic framework of the established street patterns into development design.

Policy CE-1.4 (Compatibility) – Ensure that new development is compatible with existing development through the integration of site design elements, building attributes, and/or community design features and patterns.

Action CE-1.4.1 Incorporate building and development compatibility guidelines into the Design Review program.

Policy CE-1.5 (Landscape Design) – Encourage the use of landscape designs and plantings that will result in an abundant and full tree canopy and shaded walkways and which minimize potential impacts to infrastructure through root intrusion and foliage drop.

Action CE-1.5.1 Continue the City's tree planting and maintenance program as fiscally possible.

Action CE-1.5.2 Periodically review, and update if necessary, the City's approved street tree list to ensure that the list reflects the City's desire for full canopy, including trees that are water-use appropriate and which minimize root intrusion problems.

Policy CE-1.6 (Evolution of Character) – Encourage the use of modern design techniques that maintain the essence of the city's character but allow for the continued evolution of the city toward a modern design.

Policy CE-1.7 (Efficiency) – Maintain an urban form that maximizes the efficiency and effectiveness of municipal infrastructure and resources and discourages unnecessary and inefficient land use patterns.

Policy CE-1.8 (Code Enforcement) – Support efforts by residents and property owners to increase maintenance activities and improve properties in the community.

Action CE-1.8.1 Continue an active and vigorous Code Enforcement program to address public nuisance conditions and property maintenance issues.

Action CE-1.8.2 Create a program to recognize the significant efforts of property owners to beautify and enhance the condition of structures and properties in the city.

COMMUNITY ENHANCEMENT ELEMENT



GOAL CE-2: ENSURE THAT BUILDINGS AND SITE IMPROVEMENTS ARE WELL DESIGNED AND POSITIVELY CONTRIBUTE TO THE IMAGE OF THE CITY.

Policy CE-2.1 (Design Review) – Develop and implement Design Guidelines for residential, nonresidential, infill, and infrastructure development that provide guidance on site design, landscaping, and architectural design issues.

Action CE-2.1.1 As appropriate, incorporate the design guidelines contained in the City of Biggs 1997–2015 General Plan into a revised and updated Design Guidelines program.

Policy CE-2.2 (Design Features) – Encourage the use of design features and elements that reflect the city’s geographic, cultural, and historic qualities.

Policy CE-2.3 (Streetscape) – Ensure that new development incorporates building design and site design elements that contribute to the overall sense of character in the city.

Action CE-2.3.1 Incorporate examples of appropriate building and site design elements into the updated and revised Design Guidelines program.

Policy CE-2.4 (Building Scale) – Ensure appropriate transitions between residential and nonresidential building scales and types.

Action CE-2.4.1 Incorporate guidelines for addressing building height differences in the City’s Design Guidelines.

Action CE-2.4.2 As necessary, update standards within the City’s zoning ordinance to address building height issues.

Policy CE-2.5 (Design Elements) – Develop common design elements that can be used to represent the city and identified as unique and supportive of the City’s efforts to cultivate a positive community image.

Policy CE-2.6 (Safe Spaces) – Encourage the use of design techniques, landscape planting, lighting, and building orientations that create safe spaces.



COMMUNITY ENHANCEMENT ELEMENT

GOAL CE-3: RECOGNIZE THE IMPORTANCE OF MAINTAINING STRONG AND RECOGNIZABLE URBAN EDGES AND PROMOTE PROJECT DESIGNS THAT RESPECT THE PHYSICAL ENVIRONMENT.

Policy CE-3.1 (Urban Edges) – Maintain a clear distinction between urban development and surrounding rural, agricultural, and open space lands.

Action CE-3.1.1 Utilize design techniques that assist the City in implementing the land use map contained in this General Plan.

Policy CE-3.2 (Natural Features) – Incorporate and utilize natural features in the design of new projects.

Action CE-3.2.1 Work to retain natural features in the design of new development.

Policy CE-3.3 (Buffering) – Utilize natural and physical buffering techniques as necessary and appropriate to minimize land use compatibility issues.

Action CE-3.3.1 Discourage the use of walls and physical barriers as a primary means of buffering unless necessary to address other environmental or site planning issues.

Action CE-3.3.2 Incorporate guidelines for the use of physical space and vegetative screening in the City's Design Guidelines program.

Policy CE-3.4 (Agricultural Consideration in Design) – Ensure that the design of new development is compatible with and will not negatively impact existing and robust agricultural operations.

Action CE-3.4.1 Utilize site design, building orientation and height, screening techniques, and vegetation to address design compatibility issues between new development and existing agricultural operations.

GOAL CE-4: ACTIVELY WORK TO ENHANCE THE POSITIVE AND DISTINCTIVE IMAGES OF THE CITY BY STRENGTHENING THE CITY'S FOCAL POINTS, GATEWAYS, AND CORE.

Policy CE-4.1 (Gateways) – Utilize design elements to create a sense of arrival and departure from the city's primary gateways.

Action CE-4.1.1 Incorporate guidelines into the Design Review program to provide additional guidance on how to address gateway design treatments.

COMMUNITY ENHANCEMENT ELEMENT



Policy CE-4.2 (Common Design Element) – Develop common design elements that can be used throughout the city that are recognizable to residents and visitors as being representative of the City of Biggs.

Action CE-4.2.1 Incorporate consistent visual elements and consistent visual messages in projects and features to assist in building the identity of the city.

Policy CE-4.3 (Public Art) – Explore ways to use and incorporate art features in the city.

Policy CE-4.4 (Signs) – Ensure that signs and visual advertising media do not negatively impact the visual appeal of the city while recognizing the need to effectively communicate and identify businesses and provide information.

Action CE-4.4.1 Incorporate guidelines for the use of commercial messages into the City's Design Guidelines program.

GOAL CE-5: ENSURE THAT PUBLIC FACILITIES AND INFRASTRUCTURE PROJECTS ENHANCE AND COMPLEMENT THE CITY'S COMMUNITY ENHANCEMENT GOALS AND POLICIES.

Policy CE-5.1 (Applicability of Design Standards) – Apply City design standards to both public and private development projects.

Action CE-5.1.1 Maintain an updated Pedestrian and Bicycle Master Plan.

Policy CE-5.2 (Infrastructure Projects) – As appropriate, incorporate design and community enhancement elements into public infrastructure projects to help mitigate potential visual impacts and integrate infrastructure into the built.

Action CE-5.2.1 Utilize landscaping, design features, materials, and site planning techniques to integrate necessary public infrastructure into the surrounding community area.

GOAL CE-6: CREATE ATTRACTIVE STREETSAPES THAT COMPLEMENT PUBLIC AND PRIVATE PROPERTIES AND WHICH CREATE A POSITIVE AND COMFORTABLE FEELING FOR RESIDENTS AND VISITORS.

Policy CE-6.1 (Street Design) – Ensure that city streets maintain a pedestrian scale and incorporate landscaping elements.



COMMUNITY ENHANCEMENT ELEMENT

Action CE-6.1.1 Maintain an updated Pedestrian and Bicycle Master Plan.

Action CE-6.1.2 Continue to incorporate planting strips into the City's street design standards.

Policy CE-6.2 (Connectivity/Safety) – Create safe, inviting, and user-friendly pedestrian and bicycle environments.

Action CE-6.2.1 Maintain a well-connected pedestrian circulation system by seeking opportunities to enhance pedestrian connectivity.

Action CE-6.2.2 Prepare and adopt street design standards that accommodate pedestrian and bicycle transportation modes.

Action CE-6.2.3 Continue to pursue grant funding opportunities to enhance the pedestrian and bicycle amenities in the city.

Action CE-6.2.4 Provide signage, lighting, and storage as necessary to enhance the safety and security of pedestrians and bicyclists.

Policy CE-6.3 (Streetscape features) – Incorporate streetscape design elements into the design of roadways to identify gateways, special districts, and points of interest.

Action CE-6.3.1 As part of the City's street design standards, acknowledge the opportunity to provide streetscape design elements at focal points in the community.

Policy CE-6.4 (Pedestrian Features) – Accommodate pedestrian design elements into the design of roadways.

Action CE-6.4.1 As appropriate and where feasible, continue to utilize separated sidewalks and planter strips on primary city streets.

Action CE-6.4.2 Promote the use of street furniture at appropriate locations to encourage non-vehicular circulation and increase pedestrian comfort.

GOAL CE-7: ACTIVELY WORK TO ENHANCE THE VISUAL AND AESTHETIC QUALITIES OF THE CITY'S DOWNTOWN CORE AREA THROUGH PARTNERSHIPS, VOLUNTEERISM, AND PROMOTION.

Policy CE-7.1 (Downtown Restoration) – Actively work with the owners of downtown buildings to restore historically significant structures.

COMMUNITY ENHANCEMENT ELEMENT



Policy CE-7.2 (Downtown Visual Master Plan) – As feasible, continue to implement the recommendations of the Downtown Visual Master Plan document.

Action CE-7.2.1 Seek grant funding and opportunities to continue the implementation of the City's Downtown Visual Master Plan.

Action CE-7.2.2 Continue to work with local volunteers to undertake public and private improvements in the downtown core area.

Policy CE-7.3 (Street Furniture/Streetscape) – Promote the installation and use of unique or themed street furniture and streetscape elements in the city's downtown core area.

Action CE-7.3.1 As resources allow, install street furniture to include pedestrian-scale lighting, benches, and trash receptacles in the downtown core area.

Action CE-7.3.2 Evaluate options for the installation of decorative paving at intersections or crosswalks and landscaping features to distinguish the downtown core area as a special place in the city.

GOAL CE-8: MAINTAIN AND ENHANCE THE HISTORIC RESOURCES, QUALITIES, AND CHARACTER OF THE CITY OF BIGGS.

Policy CE-8.1 (Historic Structures) – Identify, protect, and promote the restoration of historic structures and physical reminders of Biggs's past.

Action CE-8.1.1 Continue to work closely with owners of historically significant structures to facilitate maintenance and enhancement activities that maintain the historical characteristics of those structures.

Policy CE-8.2 (Public Assistance) – Provide assistance as appropriate to developers that promote historic features as a part of their development design.

Action CE-8.2.1 Provide assistance as appropriate and available to groups or individuals that undertake historic restoration or preservation.

Policy CE-8.3 (Record Keeping) – Maintain and archive public and private records important to the area's history and culture.

Action CE-8.3.1 Maintain an updated list of historic structures and known culturally significant features in the city.



COMMUNITY ENHANCEMENT ELEMENT

Policy CE-8.4 (Preservation) – Promote the preservation and revitalization of all historic structures and areas in Biggs.

Action CE-8.4.1 Include standards in the City’s Design Guidelines program that promote the retention of historic features and work to maintain the integrity of existing historic structures and features.