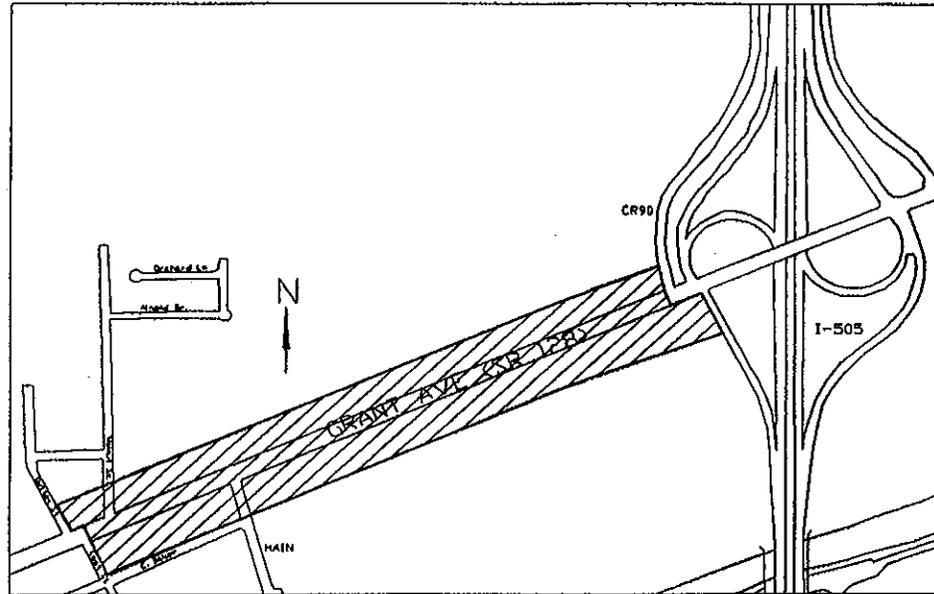


The Grant Avenue Corridor



Geographical Location:

The Grant Avenue corridor includes all parcels abutting Grant Avenue on the north and the south, from the I-505 interchange from the east to Dutton Street on the west.

Vision Statement:

Grant Avenue from Highway I-505 to Railroad Avenue is the gateway to Winters, and as such should provide a bold statement of community character while providing for unrestricted access to through traffic. Emphasis along this corridor is for commercial and office use, with high density residential allowed to help create a critical mass of residents to support downtown businesses.

A transition from highway commercial to pedestrian commercial is envisioned as one moves towards the western sections of the corridor from I-505.

Circulation Access:

To keep traffic flowing freely, ingress and egress to adjacent properties on Grant Avenue shall be carefully planned. Individual driveways will be allowed only where previously existing or where they represent the only feasible access and are consistent with Caltrans regulations. Joint driveways may be permitted if necessary, but should be kept to a minimum. The preference is for Grant Avenue frontage parcels to get their access via the adjacent cross streets which run perpendicular to Grant. Median left turn lanes will be provided to ensure easy access and maximum circulation efficiency.

- Street standards:** Grant Avenue will be a 4-lane arterial, with pavement from 66 to 84 feet, and a 106 to 124 foot wide right-of-way. A landscaped center median with left turn pockets will be provided along the corridor.
- Bicycles:** Grant Avenue is a significant street for bicycle traffic. Bicycle lanes will be clearly marked adjacent to the sidewalk curb in each direction.
- Pedestrians:** Pedestrians will be provided with a sidewalk on each side of Grant Avenue. Cross-walks will be paved with contrasting materials in order to alert motorists to pedestrian safety and to provide architectural texture and community character. Cross-walk signalization will be provided at all through cross streets. Attention to pedestrian access shall be emphasized in the western sections of the corridor.
- Setbacks:** A well defined, but varied commercial edge will be provided along Grant Avenue. To reinforce the street as a focus of pedestrian-oriented activity, building along Grant Avenue can be built to the property line and sidewalk edge. Buildings may be setback from the property line to create public spaces for seating, sidewalk cafes, plazas, public art or parking.
- Landscaping:** Landscape elements such as trellises, arbors, water features, plazas, and courtyards that enrich the built environment and are encouraged.
- Street trees will provide an important role in establishing the visual character of the gateway to Winters. A comprehensive landscaping program will be prepared to line the Grant Avenue corridor from I-505 to Railroad Avenue. The specie(s) of trees selected should be appropriate for the Winters climate, provide an aesthetic canopy, summer shade, seasonal variation, and not cause buckling to adjacent sidewalks and roadways. Median strips will also be included in the plan and appropriately landscaped.
- Signage:** Signage should be carefully planned along Grant Avenue. Pole signs representing *individual* businesses will be discouraged. Internally lit monument signs and small roof signage will be approved through a sign permit.
- Lighting:** Night lighting along Grant Avenue can be used to accent structures and landscaping and to attract the visual interest of passing traffic. Lighting along the Grant Avenue frontage should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

Parking: Parking lots adjacent to Grant should be minimized, kept to a small scale, and interspersed with commercial structures. Trees will be provided for summertime shade.

Architectural: Architecture should be human-scaled. The small town character of every land use area depends to some extent on the adequate measure of architectural diversity within each block. Large scale projects diminish the liveliness of the street by their sameness of style and detail. To this same end, variation in floor level, facades, architectural details, and finishes that create the appearance of several separately designed buildings are encouraged for larger projects. Strip-mall type developments are discouraged.

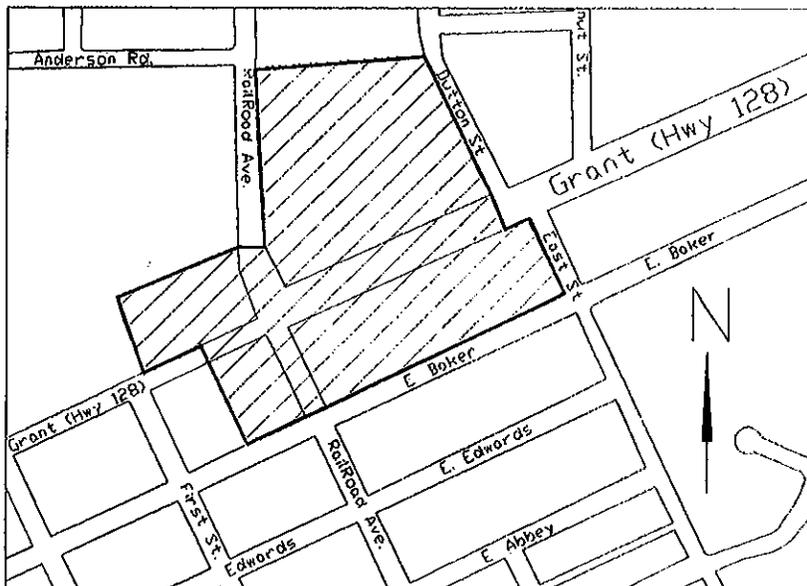
Shading devices and techniques are encouraged for buildings to reduce interior glare, conserve energy and add visual interest.

**Community
Character:**

Special community character features shall be considered for incorporation into the overall design of the gateway.

Scenic features such as fountains, statues, public art, floral displays, etc., should be incorporated into the corridor design.

The Grant/Railroad Intersection Corridor



Geographical Location:

The Grant/Railroad intersection corridor includes all properties within the CBD General Plan designation bounded by Baker Street on the south, and Dutton Street and East Street on the east.