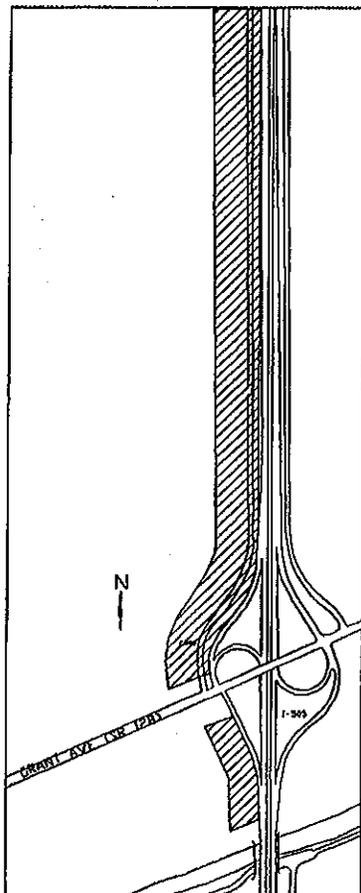


The I-505 Corridor



Geographical Location:

The Highway I-505 frontage design corridor is defined as the land parallel to the west site of Highway I-505 from Putah Creek to Winters' northern City limit (north of Monier Tile Company). This includes the land within the Caltrans right-of way, as well as private properties abutting I-505 south of Grant Avenue and abutting County Road 90 on both sides north of Grant Avenue.

Vision Statement:

The Highway I-505 frontage is Winters' front door to the world. Development along this corridor must both attract interest to passing travelers and preserve scenic vistas of the town and Blue Ridge Mountains.

It is critical that development along this corridor project an inviting image. Designs should entice and welcome travelers as they pass Winters, encouraging them to stop and explore Winters.

Circulation: Access to the corridor will be via Highway 128 and County Road 90 to the north and one or more entrances to the Gateway

development to the south. There are presently no plans for Caltrans to increase the points of ingress or egress to Winters from I-505.

Street

Standards: All roadways will be consistent with City and Caltrans standards.

Orientation: Structures should be oriented in an east-west direction to minimize the obstruction of views from I-505 of the town and the mountains. Structures facing I-505 should not present a blank or monolithic wall, but rather should create visual interest with doors, windows, and modulated structural setbacks. Buildings should be oriented so that human activity is visible from the highway. This can be accomplished through the orientation of building entrances, windows, outdoor patios and terraces.

Setbacks: Specific setbacks will be developed through the Winters Zoning Ordinance. The intent of the setback regulations is to modulate development adjacent to I-505. Development should not create a solid wall of structure, but rather, it

should vary buildings so that there is an interesting and visually pleasing mix of structures, close to and set back from the highway. There should also be sufficient distance between structures to preserve scenic vistas to the west.

Landscaping: A comprehensive landscape program shall be prepared and implemented for the entire Winters I-505 frontage. The focus of this landscaping plan will be a tree program. The I-505 frontage treescape should create an inviting rural image; one that both screens development from view and invites passing traffic in to see what is behind the trees. Trees should be of a tall "canopy" variety so that foliage doesn't completely obscure views, but rather lets the viewer see under the mass of leaves for glimpses of the adjacent community. Other landscaping should encourage native and drought tolerant plants, using plants that will creating a visual interest setting throughout the year.

Signage: Signage should be kept to a minimum along I-505. Structures and landscaping should be the primary means of attracting attention, not signs. Multi-user signs are encouraged. Tall pole signs representing individual businesses will be discouraged. Low to the ground monument signs and small roof signage will be permitted on a case by case basis. To attract the attention of travelers on I-505, the City of Winters will work with Caltrans to procure signage on both north and south-bound I-505 identifying "Winters" as well as a combined listing of the community's services. The Winters community identification signs will be professionally prepared and will be paid for by businesses included on the sign.

Lighting: Night lighting along I-505 should be subdued and consistent with safety and security concerns. Lighting should be used to accent structures and landscaping and to attract the visual interest of passing traffic. Excessive lighting should not be used to display merchandise or parking lots, and should not detract from the rural setting. Lighting 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 should be screened from highway view through use of earth berm and landscaping in order to facilitate setbacks from the freeway.

Community Character: The height, mass and scale of structures along the I-505 corridor should not overwhelm or dominate the visual panorama of the Winters as seen from I-505. Building materials should be of a natural character and colors should be consistent with a small rural town. Innovative designs incorporating architectural characteristics and materials found in the region are encouraged.