



**PLANNING COMMISSION
STAFF REPORT
January 27, 2009**

TO: Chairman and Commission Members
FROM: Kate Kelly, Contract Planner
SUBJECT: Public Hearing to Consider Proposed Negative Declaration and Ordinance #2009 - 01 Adopting the Form Based Code for Downtown.

Recommendation: That the Planning Commission take the following actions:

1. Receive Staff Report
2. Conduct Public Hearing
3. Adopt Initial Study/Negative Declaration for Proposed Form Based Code for Downtown
4. Recommend to City Council Adoption of the Form Based Code for Downtown which includes:
 - a. General Plan Amendment to delineate a portion of the Central Business District as the Downtown Master Plan Area and a portion of that as the Downtown Form Based Code Area as shown (Exhibit A).
 - b. Amendment of the General Plan Central Business District designation to eliminate Floor Area Ratios (FARs) and facilitate mixed use within the Downtown Form Based Code Area as follows:

Central Business District (CBD)

This designation provides for restaurants, retail service, professional and administrative offices, hotels, multi-family residential units, public and quasi-public uses, and similar and compatible uses. Outside of the Downtown Form Based Code Area, residential densities shall be in the range of 10.1 to 20.0 units per acre; the FAR for offices and commercial uses shall not exceed 2.0 and the FAR for all other uses shall not exceed 0.60. Outside of the Downtown Form Based Code Area, residential uses shall be subject to discretionary review and approval.

- c. Amendment of General Plan policies to provide for mixed use and allow Bed and Breakfast inns as a permitted use within the Downtown Form Based Code Area as follows:

Land Use Policy I.B.4

First priority for ground floor uses in the Central Business District shall be given to retail uses. Outside of the Downtown Form Based Code Area, new residential and office uses shall be permitted on a case-by-case basis over ground floor retail uses.

Land Use Policy I.D.6

Bed and breakfast inns shall be allowed in residential neighborhoods and the Central Business District, subject to discretionary review and approval by the City.

- d. Amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown as Chapter 17.58 (Ordinance 2009-01)
- e. Rezone the C2 (Central Business District), O-F (Office), and a portion of the PQP (Public/Quasi-Public) zoning within the Form Based Code Area to the following zones as shown on Exhibit A:
 - o Main Street DA
 - o Railroad Avenue DA
 - o Railroad Avenue DB
 - o Grant Avenue DA
 - o Grant Avenue DB
 - o Secondary Street DA
 - o Secondary Street DA

Background: The City of Winters General Plan calls for a Central Business District Plan (Implementation Program I.6). In March 2006, after a lengthy public process, the City adopted the Downtown Master Plan, which provides the vision for the development and redevelopment of the downtown core of Winters. The Downtown Master Plan focuses on:

- concentrating specialty commercial businesses in the downtown core
- supporting infill development along Railroad Avenue
- improving the Railroad Avenue streetscape
- creating an attractive north gateway to the downtown
- establishing downtown-oriented parking policies
- retaining downtown's historic building character
- improving the Rotary Park/Downtown Green and expanding the Putah Creek Nature Park

The Downtown Master Plan identified several tools for fulfilling the vision in the Plan. One of those tools is the creation, adoption and use of a Form Based Code for the Downtown Master Plan Area.

Cities use Form Based Codes to control the look and type of buildings, streets, landscaping and building details such as signs, awnings, and storefronts to create and maintain an interesting, attractive and livable town. Standards for land use, density, setbacks, and design are set-out (established?) in a consolidated, graphical format that can be used easily by landowners, applicants, business owners, and City staff and officials.

Project History: Based upon the vision promulgated by the Downtown Master Plan, the City began preparation of a Form Based Code which:

- preserves and protects the historic character of Winters' downtown core
- provides for uses which will vitalize the downtown business district
- creates a visually appealing, pedestrian oriented downtown
- promotes environmentally progressive development standards
- fosters infill development
- provides a user-friendly zoning document
- provides certainty in the design review process
- simplifies and streamlines the entitlement process

Public Outreach and Community Input: To kick-off the process, the City and consultants held two informational workshops on Form Based Codes in late January 2008 for those interested in the downtown. The workshops provided an overview of Form Based Codes and opportunity for community members to provide ideas and input on a Code for our downtown. Based on the City's goals for a Code

and the feedback received at the January workshops, the consultants and staff prepared a draft Code for a portion of the Downtown Master Plan Area known as the Form Based Code for Downtown.

The draft Form Based Code for Downtown was introduced to the Winters community at a workshop on July 2, 2008 which nearly two dozen community members attended. A CD of the draft Form Based Code for Downtown as well the At-A-Glance sheets were distributed to those in attendance. The draft Form Based Code for Downtown and At-A-Glance sheets were also posted on the City's website on July 3, 2008, and staff sent an email blast with links to the Code to the downtown email list and members of the Winters Chamber of Commerce. Staff also did a brief presentation on the Code at the Chamber's July 11, 2008 meeting.

On July 29, 2008, a joint Planning Commission and City Council workshop was held to receive public comment on the draft and so the Commission and Council could provide feedback and direction to staff and the consultants. Based on the results and direction from the workshop, the draft was finalized for the purposes of CEQA analysis and the adoption process.

On December 18, 2008, the proposed Initial Study/Negative Declaration and Form Based Code for Downtown were released for the 30 day public review period, which ended on January 16, 2009.

Summary of Project: The proposed Form Based Code for Downtown establishes unique allowed use and development standards for the Downtown Form Based Code Area. It is the intent of these standards to help preserve and protect the existing historic and unique character of the Downtown by requiring new construction, remodels and existing uses to complement the character and sense of place found in the historic downtown core. Additionally, the application of these standards will ensure that the Downtown will continue to be the pedestrian-orientated shopping, dining, entertainment, and community center of the greater Winters area.

The Form Based Code for Downtown (Attachment 1) would apply to the area shown as DA and DB in the Regulating Plan (Figure 17.58-1, page 11 of the Form Based Code) which is situated along Main Street (from Second to Elliot) and Railroad Avenue (from Wolfskill Street to Anderson Avenue) and includes portions of Abbey, East Abbey, East Edward, East Baker, and Wolfskill Streets. It encompasses approximately 33.5 acres including the historic commercial downtown core.

The proposed draft Form Based Code for Downtown would be incorporated into the City Zoning Ordinance as Chapter 17.58 and would become the Zoning Code for the Downtown Form Based Code Area. The City's Zoning Map would also be revised to incorporate the Regulating Plan shown in Figure 17.58-1 of the Form Based Code for Downtown. There are a total of 65+/- acres of Central Business District/C2 in Winters. The adoption of proposed 33.5 acre Downtown Form Based Code Area would re-designate 50.8 percent of the Central Business District/C2 area of Winters.

The proposed Form Based Code for Downtown is comprised of eight sections that provide:

- regulating plan which functions as a zoning map
- definitions
- street typologies
- allowed use regulations
- development standards including parking, signage and landscaping
- architectural and design standards
- special use regulations

The proposed Form Based Code for Downtown does not create new land uses in the project area. Instead it refines those currently allowed and provides a regulatory framework to create and maintain a visually appealing, pedestrian orientated historic downtown, which is vitalized and sustainable. Allowed uses are listed according to districts and downtown zones within the districts in Section 17.58.050 of the

proposed Form Based Code for Downtown.

The following table identifies the permitted uses within the Downtown. These allowed use regulations are listed by street type, then by Zoning District (D-A or D-B), as applicable. The uses listed are defined in Section 17.58.040.B (Definitions of Permitted Uses). The symbols in the table are defined as:

- P – Permitted Use
- C – Conditionally Permitted Use
- N – Not Permitted

TABLE 17.58-2: PERMITTED USES

Uses	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D-A	D-B	D-A	D-B	D-A	D-B
Attached Single-Family Residential	N	N	N	N	P	N	N
Bed and Breakfast Inn	P ¹	P ¹	P	P	P	P	P
Child Day Care	P ¹	P ¹	P	P	P	P	P
Commercial Recreation and Entertainment	C	C	C	N	N	P	C
Detached Single-Family Residential	N	N	N	N	P	N	N
Government/Institutional	P	P	P	P	C	P	P
Home Occupation ²	P	P	P	P	P	P	P
Live/Work Space	N	N	N	N	C	N	C
Mixed-Use	P	P	P	P	C	N	P
Multi-Family Residential	N	P ³	P	P ³	P	N	N
Neighborhood Commercial	N	N	P	N	P	N	N
Offices	P ³	P ³	P	P	C	P	P
Religious Institutions	C ¹	C ¹	C	C	C	C	C
Retail Commercial	P	P	P	P	N	P	P
Sit-Down Restaurants	P	P	C	C	N	P	C

Notes:

1. Only on the second floor or above.
2. Subject to the standards of Section 17.60.080 (Home Occupations)
3. Allowed as part of a Mixed-Use Development. Not permitted on the ground floor.

The proposed Form Based Code for Downtown provides development standards (Section 17.58.060), architectural and design standards (Section 17.58.070), special use regulations and standards (Section 17.58.080) to ensure that new/infill development, substantive remodels and ancillary uses will be compatible with the existing historic character of the downtown.

A series of At-A-Glance sheets (Attachment B) is included to graphically consolidate the most routinely

needed information on uses, development standards and signage. The intent is for the Form Based Code for Downtown to be user friendly and to simplify and streamline the development process in the Downtown Form Based Code Area.

Process: Adoption of the Form Based Code for Downtown requires a General Plan Amendment, amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown as Chapter 17.58, and a rezone of a portion of the Central Business District.

General Plan Amendment

Amend the General Plan Land Use Map to delineate the area of the Central Business District, which is covered by the previously adopted Downtown Master Plan, and designate a portion of the Central Business District's Downtown Master Plan Area as the Downtown Form Based Code Area as shown in Exhibit A.

The General Plan Land Use Standards for the Central Business District require amendment to facilitate mixed use and eliminate of Floor Area Ratios (FARs) within the Downtown Form Based Code Area. The proposed amendment to the Central Business District Standard is as follows:

Central Business District (CBD)

This designation provides for restaurants, retail service, professional and administrative offices, hotels, multi-family residential units, public and quasi-public uses, and similar and compatible uses. Outside of the Downtown Form Based Code Area, residential densities shall be in the range of 10.1 to 20.0 units per acre; the FAR for offices and commercial uses shall not exceed 2.0 and the FAR for all other uses shall not exceed 0.60. Outside of the Downtown Form Based Code Area, residential uses shall be subject to discretionary review and approval.

Two General Plan Land Use Policies also require amendment to facilitate mixed use and provide for Bed and Breakfast inns as a permitted use. The proposed amendments are as follows:

Land Use Policy I.B.4

First priority for ground floor uses in the Central Business District shall be given to retail uses. Outside of the Downtown Form Based Code Area, new residential and office uses shall be permitted on a case-by-case basis over ground floor retail uses.

Land Use Policy I.D.6

Bed and breakfast inns shall be allowed in residential neighborhoods ~~and the Central Business District~~, subject to discretionary review and approval by the City.

Zoning

Amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown Winters as Chapter 17.58

The C2 (Central Business District), O-F (Office), and a portion of the PQP (Public/Quasi-Public) zoning within the Form Based Code Area needs to be rezoned to street specific D-A and D-B zones as shown in the Regulating Plan (Exhibit A) and defined in the proposed Form Based Code for Downtown. The proposed changes to the zoning are:

Current Zoning	Proposed Zoning
C2	Main Street DA
C2	Railroad Avenue DA
C2 and O-F	Railroad Avenue DB
C2	Grant Avenue DA
C2 and PQP	Grant Avenue DB

C2	Secondary Street DA
C2	Secondary Street DA

The PQP zoning for the City Hall, Fire Station, Library, Rotary Park, and Community Center properties would remain the same.

Environmental Review: An Initial Study/Negative Declaration (see Attachment C) was circulated on December 18, 2008, for a 30-day comment period extending through January 16, 2009. A letter from California Department of Transportation (Caltrans) dated January 16, 2009 was the only comment received.

Caltrans advises that planter strips on Grant Avenue/SR128 will need to comply with their Planting Guidelines; requests that new trees planted on Grant Avenue /SR128 not create fruit or litter conflicts with pedestrian or bicycle use; Maintenance Agreement(s) between the City and Caltrans will be required; and Encroachment Permits will be required for work conducted in the State's right of way. These are all implementation issues that are standard for working with Caltrans and that are known to our Engineering staff.

Fiscal Impact: The General Plan requires fiscal neutrality from development. The Form Based Code for Downtown Winters is expected to facilitate economic development and redevelopment of the downtown core, which, in turn, would generate sales tax, provide jobs, and additional economic opportunity. Thus the project is expected to provide fiscal benefit to the City.

Recommended Planning Commission Action: Staff recommends the Planning Commission take the following actions:

1. Adopt Initial Study/Negative Declaration for Proposed Form Based Code for Downtown
2. Recommend to City Council Adoption of the Form Based Code for Downtown which includes:
 - a. General Plan Amendment to delineate a portion of the Central Business District as the Downtown Master Plan Area and a portion of that as the Downtown Form Based Code Area as shown (Exhibit A).
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- d. Amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown as Chapter 17.58 (Ordinance 2009-01)
- e. Rezone the C2 (Central Business District), O-F (Office), and a portion of the PQP (Public/Quasi-Public) zoning within the Form Based Code Area to the following zones as shown on Exhibit A:
 - o Main Street DA
 - o Railroad Avenue DA
 - o Railroad Avenue DB
 - o Grant Avenue DA
 - o Grant Avenue DB
 - o Secondary Street DA
 - o Secondary Street DA

ATTACHMENTS:

- Exhibit A Regulating Plan showing delineation of Downtown Master Plan Area, proposed Form Based Code Area, and proposed land use zones
- Attachment A Proposed Form Based Code for Downtown
- Attachment B Proposed At-A-Glance Sheets
- Attachment C Initial Study/Negative Declaration
- Attachment D Letter from California Department of Transportation (Caltrans) dated 1/16/09
- Attachment E Resolution 2009-01 Adding Chapter 17.58 to the Winters Municipal Code Regarding a Form Based Code for Downtown

EXHIBIT A

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

FIGURE 17.58-1: THE REGULATING PLAN



ATTACHMENT A

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

CHAPTER 17.58: FORM BASED CODE FOR DOWNTOWN DOWNTOWN ZONING DISTRICTS (D-A, D-B) ALLOWED USES AND FORM BASED DEVELOPMENT STANDARDS

SECTIONS IN THIS CHAPTER:

- 17.58.010 Purpose, Intent, and Applicability
- 17.58.020 Introduction to the Form Based Code for Downtown
- 17.58.030 Form Based Code for Downtown Definitions
- 17.58.040 Regulating Plan and Street Typologies and Standards
- 17.58.050 Allowed Use Regulations
- 17.58.060 Development Standards
- 17.58.070 Architectural and Design Standards
- 17.58.080 Special Use Regulations and Other Standards

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17.58.010 PURPOSE, INTENT, AND APPLICABILITY

A. Chapter Purpose and Intent. The purpose of this Chapter is to establish unique allowed use and development standards for subject property within the Downtown area of Winters. It is the intent of these standards to help preserve and protect the existing, historic, and unique character of the Downtown by requiring new construction and remodels and existing construction to complement the existing built environment. Additionally, through the application of these standards, the Downtown will continue to be the pedestrian-oriented shopping, dining, entertainment, and living center of the greater Winters area.

B. Applicability of Standards and Entitlement Review. The standards of this Chapter apply to all property zoned either Downtown-A (D-A) or Downtown-B (D-B). All qualifying projects under Section 17.36.020 (Requirements for Design Review) within the D-A or D-B zones shall be subject to Design Review prior to issuance of building permit. Additionally, those uses that require a use permit as listed in Section 17.58.040 (Allowed Use Regulations) shall obtain a Use Permit prior to establishment of the use.

In addition to the application of the D-A and D-B Zoning District, the Downtown is also governed by the Regulating Plan. The Regulating Plan addresses how development interacts with the street and how the street is developed. The application of both the Zoning District and the Regulating Plan (see Section 17.58.030 for definition) are described in more detail in Sections 17.58.020.A (Defining the Form Based Code for Downtown) and 17.58.030 (Regulating Plan and Street Typologies and Standards). Generally, the Zoning District designation (D-A or D-B) defines the character and allowed use provisions for the subject site while the Regulating Plan defines the development standards (setbacks, building typology, street standards).

C. Applicability of Regulating Plan Standards. Generally, the development standards applicable to a property shall be those for the respective zone (either D-A or D-B) and street frontage as reflected in the Regulating Plan. However, for those properties that face onto multiple street frontages (e.g., a corner lot or a double frontage lot), the following shall apply:

1. The development standards applicable to the site shall be reflective of the individual sides of the lot. For instance, if a corner lot faces Street A and Street B; then that side of the lot facing Street A shall be developed consistent with the standards for Street A and the side facing Street B shall be developed consistent with the standards for Street B. At the corner, the design shall merge and unify the two standards together such that:

- a. The more restrictive setback requirement shall prevail on that side of the corner. For instance, if Street A has a five foot build to line and

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Street B has a zero foot build to line, then that side facing Street A shall be located at the five foot build to line and the side facing Street B shall be located at the zero foot build to line (note: in this example, the building is not centered on the corner; this is consistent with the intent of this provision).

b. The more restrictive design standards shall prevail on that side of the corner, provided the two standards are architecturally integrated together. For instance, if Street A allows for a Stoop frontage and Street B does not, a Stoop may be developed along the Street A frontage, but at the corner the design of the building must architecturally transition into a frontage type that is allowed along Street B. The same shall be true for allowed building types, storefront regulations, sign types, and landscaping. Only those features allowed on that frontage may be developed on said frontage.

2. In the case of allowed uses, the least restrictive use provisions shall apply to the entire lot, provided that the primary entrance for the use either faces the street with the least restrictive use regulations or (preferred) faces the intersection/street corner. For instance, if a corner lot faces Street A and Street B and Street A allows a particular use by right and Street B requires a conditional use permit for the same use, then the use shall be allowed by right on that lot provided the primary entrance to the use is located facing Street A or (preferred) facing the intersection/at the corner.

3. In the case of parking, parking requirements are generally based on the use of the building; however, where there is a conflict based upon street frontages, the more restrictive/higher parking ratio shall prevail (e.g. 1.75 spaces per unit are required, not 1.5 spaces per unit) across the entire site.

17.58.020 INTRODUCTION TO THE FORM BASED CODE FOR DOWNTOWN

A. Defining the Form Based Code for Downtown. The Form Based Code for Downtown is the regulating document for development within the Downtown of Winters. The basis for this Code is in two unique Zoning Districts – the D-A and D-B Zones. The Form Based Code for Downtown recognizes the historic character of the Downtown and identifies a special set of development standards, allowed use regulations, and other special use regulations that, when applied to new construction and qualifying remodels/expansions (as identified in Section 17.36.020, Requirements for Design Review), will ensure that the historic character is positively complemented.

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The standards in this Chapter are presented in a format that is unique to the Downtown – through a Form Based Code. Form based zoning provides a method of regulating development to achieve a desired urban form. Form based provisions address the relationship between building facades and the public realm, the form and mass of buildings, and the size, character and type of streets and blocks. The central focus of form based provisions is the regulating plan that designates the appropriate form (and character) of development rather than only distinctions in land-use types, which is the basis of conventional zoning.

This Form Based Code for Downtown also includes regulations for the street – the space between buildings. Part of the historical context of the Downtown includes how individual developments relate and interact with the street. This is because the street acts as a unifying thread across all development.

B. Relationship to Other Zoning Provisions. Generally, the regulations of this Chapter shall govern development within the Downtown – specifically within the D-A and D-B Zoning Districts. In cases where there is a conflict between the provisions of this Chapter and the regulations elsewhere in the Zoning Code, this Chapter shall prevail. However, with regard to topics that this Chapter is silent on, provisions elsewhere in the Zoning Code shall prevail.

C. Administration of the Form Based Code for Downtown.

1. Review of Development Applications. Generally, review of development applications (e.g., Design Review, Use Permit, Variance) located within the Downtown (D-A, D-B) Zoning Districts is the responsibility of the Planning Commission. The designated approval authority for each planning permit is listed under the regulations for each permit type:

- a. **Use Permit – Chapter 17.20**
- b. **Variances – Chapter 17.24**
- c. **Design Review – Chapter 17.36**

2. Amendments to the Form Based Code for Downtown. Amendments to the Form Based Code for Downtown shall be processed like any other Zoning Code Amendment as described under Chapter 17.28 (Zoning Amendments).

3. Findings for Approval. When approving an application for a development application and/or amendment to the Form Based Code for Downtown, the designated approving authority shall, in addition to any other findings required by this Zoning Code, make the following findings:

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a. **Development Application** – That the proposed development complies with the regulations of the Form Based Code for Downtown, promotes the spirit of the Downtown by integrating into the fabric of its DNA and complementing the architectural quality of the Downtown.

b. **Amendment to the Form Based Code for Downtown** – The proposed amendments to the Form Based Code for Downtown are consistent with the intent of the Form Based Code for Downtown by helping to preserve and protect the existing, historic, and unique character of the Downtown.

17.58.030 FORM BASED CODE FOR DOWNTOWN DEFINITIONS

The following terms are used throughout the Form Based Code for Downtown and are defined as follows:

Alley. Alleys are narrow public drives serving commercial and residential development. (See section 17.58.040.B.1.f for further discussion.)

Alley Parking. Residential or commercial parking that takes access from an alley. (See section 17.58.060.G.1 for further discussion.)

Arcade Frontage. An Arcade frontage is nearly identical in character to the Gallery frontage except that the upper stories of the building may project over the public sidewalk and encroach into the public right-of-way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. (See section 17.58.060.D for further discussion.)

Avenue. Avenues connect districts or regions and are capable of carrying a high amount of vehicular traffic while still maintaining a quality pedestrian environment and retail-supporting urban edge. This street typology may be used in place of an Arterial. (See section 17.58.040.B.1.a for further discussion.)

Awning. An awning is a temporary shelter that is supported from the exterior wall of a building. It is typically constructed of canvas or a similar fabric that is sturdy and flexible.

Building Type. Defines the type of structure based on massing, layout, and use. (See section 17.58.060.E for further discussion.)

Build-to Line (BTL). An urban setback dimension that delineates the maximum distance from the property line a front or street side building façade can be placed. Typically, build-to lines range from 0'-10'.

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Bulkhead. The portion of a commercial façade located between the ground and the bottom of the street level display windows. It is typically constructed of stone, brick, or concrete.

Bulkhead Height. Refers to the height of the bulkhead (see "Bulkhead").(See section 17.58.060.F.3.c for further discussion.)

Courtyard Housing Building Type. A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in any zone. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, apartments, or apartments located over or under townhouses. The Courtyard is intended to be a semi-public space that is an extension of the public realm. (See section 17.58.060.E for further discussion.)

Door Yard/Terrace Frontage. A Door Yard/Terrace frontage is characterized by a façade that is set back from the street property line and multiple levels of the building directly accessible from the street. Door Yard/Terrace is a variation on the Stoop frontage, but it provides opportunities for multiple levels of commercial/retail easily accessible from the street. (See section 17.58.060.D for further discussion.)

Dwelling Unit. Any room or group of connected rooms that have sleeping, cooking, eating, and bathroom facilities, and are intended for long term occupation.

Expression Line. An "expression line" is an architectural embellishment that delineates the end of the ground floor and the start of the second floor of a building.

Façade. The architecturally finished side of a building, typically facing onto a public right-of-way or street.

Form Based Code (FBC). A development code emphasizing the regulation of building form, scale, and orientation, rather than zoning and land use.

Frontage Line. A lot line fronting a street, public right-of-way, paseo, plaza, or park.

Frontage Type. Refers to the architectural composition of the front façade of a building; particularly concerning how it relates and ties into the surrounding public realm. (See section 17.58.060.D for further discussion.)

Front Yard Housing Building Type. A detached building designed as a single-family residence, duplex, triplex, or quadplex. Front Yard Housing is accessed from the sidewalk adjacent to the street build-to line. (See section 17.58.060.E.2.d for further discussion.)

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Gallery Frontage. A Gallery frontage is characterized by a façade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade, and with an attached colonnade that projects over the public sidewalk and encroaches into the public right-of-way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it. (See section 17.58.060.D for further discussion.)

Groundfloor Height. Refers to the height of the front façade's first story as measured from the sidewalk level up to the bottom of the "expression line" (see "Expression Line"). (See section 17.58.060.F.3.b for further discussion.)

Half Block Liner Building Type. An attached building with a frontage of approximately one-third to one-half the length of a Downtown block, and zero side yard setbacks. It is used for mixed-use, residential, and commercial development. (See section 17.58.060.E for further discussion.)

Height. The vertical distance of a building measured between the point where the final grade intersects a building or its foundation to the highest point of the building directly above that point.

Infill Building Type. An attached building with a frontage that is less than one-third the length of a Downtown block. It is used for mixed-use, residential, and commercial development. (See section 17.58.060.E for further discussion.)

Inset of Front Door from "Build-To Line". Refers to the distance from the front door of the building to the "build-to line" (see "Build-To Line"). (See section 17.58.060.F.3.d for further discussion.)

Main Street. Main Street is the historic pedestrian-oriented commercial heart of Downtown Winters. It is two lanes wide with diagonal parking on either side. (See section 17.58.040.B.1.d for further discussion.)

Maximum Awning Extension from Building. Refers to the maximum distance allowed between the building and the end of a fully extended awning (see "Awning"). (See section 17.58.060.F for further discussion.)

Neighborhood Yard Frontage. A Neighborhood Yard frontage is characterized by deep front yard setbacks. The building façade is set back substantially from the front property line. The resulting front yard is unfenced and is visually continuous with adjacent yards, supporting a common landscape. (See section 17.58.060.D for further discussion.)

Parking Structure. A privately owned and operated multi-story structure that provides public parking spaces for a fee. (See section 17.58.060.G for further discussion.)

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Parking Type. Refers to the type of parking allowed for motorized vehicles including automobiles, trucks, and motorcycles. (See section 17.58.060.G for further discussion.)

Paseo. Paseos are local and private pathways serving pedestrians and bicyclists only. Paseos may also provide limited service access during specified periods of the day. (See section 17.58.040.B.1 for further discussion.)

Porch Frontage. This frontage type is characterized by a façade which is set back from the property line with a front yard, and by a porch which is appended to the front façade (the porch may encroach into the front setback). (See section 17.58.060.D for further discussion.)

Regulating Plan. A Regulating Plan designates building form and streetscape standards based on location, street hierarchy, and character. More specifically, it addresses how development interacts with the street and how the street is developed, and it defines the development standards (setbacks, building typology, street standards).

Rowhouse Building Type. Two or more detached two- or three-story dwellings with zero side yard setbacks. A Rowhouse may be used for non-residential purposes. (See section 17.58.060.E for further discussion.)

Secondary Street. The two-lane secondary streets of Downtown Winters display a mix of local retail and residential development. In contrast to other streets, they are characterized by narrower sidewalks and street widths, and an abundance of street trees and landscaping. (See section 17.58.040.A for further discussion.)

Setback. The required distance between a property line and a building or ancillary structure.

Stoop Frontage. A stoop frontage is characterized by a façade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof. (See section 17.58.060.D for further discussion.)

Storefront Frontage. A Storefront frontage is characterized by a façade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade. Storefront frontage has substantial glazing on the ground floor. Storefront frontages provide awnings or canopies cantilevered over the sidewalk. (See section 17.58.060.D for further discussion.)

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Storefront Width. Refers to the front façade width as measured from one corner of the front façade to the other. (See section 17.58.060.F.3 for further discussion.)

Street Typology. Classifies street, sidewalk, and related landscaping standards based on the primary use of the street. (See section 17.58.040.B.1 for further discussion.)

Surface Parking – Behind Building. Ground level public or private parking lot located in the rear yard setback behind a building. If possible, access to the parking should be taken from an alley. (See section 17.58.060.G for further discussion.)

Surface Parking – Next to Building. Ground level public or private parking lot located in the side yard setback next to a building. If possible, access to the parking should be taken from an alley. (See section 17.58.060.G for further discussion.)

Terrace Frontage. A Terrace frontage is characterized by a façade that is set back from the street property line by an elevated terrace. This buffers residential uses from the sidewalk, and removes the private yard from public encroachment. (See section 17.58.060.D for further discussion.)

Tucked Under Parking. Ground level private covered parking lot located directly beneath the second floor of building. Tucked under parking shall not be visible from the public right-of-way unless the right-of-way is a City designated alley. (See section 17.58.060.G for further discussion.)

17.58.040 REGULATING PLAN AND STREET TYPOLOGIES AND STANDARDS

A. Establishment of the Regulating Plan and Street Hierarchy and Character. In addition to the application of the Downtown (D-A or D-B) Zoning Districts, development within the Downtown is also governed by the Regulating Plan. The Regulating Plan “codes” development based upon the street it is located along. This plan is based on the following street hierarchy and character, and as illustrated on the Regulating Plan (see Figure 17.58-1, The Regulating Plan):

- 1. Main Street –** Main Street is the historic commercial heart of Downtown Winters and the social soul of the community. It is pedestrian-oriented and focused on preservation and rehabilitation of existing buildings, as well as the development of new infill structures that are compatible with the uniquely small town character of the district. This area benefits from the presence of specialty retail businesses, restaurants, nightlife, and tourism-oriented services.

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2. Railroad Avenue – Railroad Avenue was traditionally lined with packing sheds for rail-transported goods. Due to its industrial past, Railroad Avenue benefits from larger lots than Main Street. Currently, this area is in transition and will eventually sustain mixed-use commercial, live/work, and residential infill development.

3. Secondary Streets – The secondary streets of Downtown Winters display a mix of local retail and residential development. They have a more intimate nature than the other areas and this is reflected in the narrower sidewalks and streets, and abundance of street trees and landscaping.

4. Grant Avenue – Grant Avenue is the gateway to Downtown Winters and more automobile-oriented than the other areas. As such, it is an ideal location for regional commercial and family entertainment.

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FIGURE 17.58-1: THE REGULATING PLAN



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B. Street Typologies and Standards. The purpose of this section is to provide roadway standards that will facilitate the creation of streets that are inviting, multimodal public places for vehicular traffic, bicyclists, and pedestrians. These streetscape typologies and standards are unique to Chapter 17.58 and are intended to implement the vision and building blocks of the 2006 Winters Downtown Master Plan.

1. Street Typologies. The Streetscape Typologies allowed in zones D-A and D-B are listed below:

a. Avenue (Grant Avenue and Railroad Avenue). Avenues connect districts or regions and are capable of carrying a high amount of vehicular traffic while still maintaining a higher quality pedestrian environment and retail-supporting urban edge. This street typology may be used in place of an Arterial.

The landscaping strip along the sides of the roadway should be designed to facilitate the safe passage of pedestrians. It is suggested that the strip include a continuous landscaped area between the edge of the curb and the sidewalk. This area should include street trees and lighting designed at a pedestrian scale. Landscape strips should be a minimum of five feet wide, where feasible, in the area south of Grant Avenue. Additionally, Grant Avenue corridor pedestrian pathways are designated to be at least eight feet wide with landscape strips that are also eight feet wide. This width allows large tree canopy shade for pedestrians, and creates a buffer from high volume traffic.

Wherever an Avenue intersects with another Avenue, Main Street, or a Neighborhood Street, the intersection should be designed to enhance pedestrian safety and convenience. Features may include pedestrian bulbouts, differentiated accent paving within the intersection, in-street crossing lights (if there is no crosswalk signal), and pedestrian refuge areas within the medians of Avenues.

b. Main Street. Street trees should frequently interrupt the parking lanes to soften visual impact of the parked vehicles and to help cool the air heated by the pavement.

Diagonal parking and wide sidewalks should create a safe, inviting environment for both pedestrians and motorists.

Wherever a Main Street intersects with an Avenue or a Neighborhood Street, the intersection should be designed to provide pedestrians with safe passage. Features may include pedestrian bulbouts, differentiated accent paving within the intersection, and in-street crossing lights (if there is no crosswalk signal).

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Turning movements typically occur from within the main travel lanes: however, short (one to two car-length) turn pockets may be provided at some intersections in lieu of parking on one side of the street.

c. Secondary Streets. Neighborhood streets are home to the majority of residential development in Downtown Winters as well as a few small neighborhood-serving retail stores. These streets have a more intimate nature than the other areas, and due to this, landscaping and larger street trees should frequently interrupt the parking lanes to soften visual impact of the parked vehicles and to help cool the air heated by the pavement.

d. Alley. Alleys are narrow public drives serving commercial and residential development. In commercial developments, alleys provide the primary service access and loading areas for businesses.

Customer entrances may also be located off of alleys. In addition, if it does not obstruct the flow of vehicular and pedestrian traffic, portions of the alley may be used for outdoor retail space, patios, art gardens, and related uses. In residential development, parking should be accessed via alleys.

Alley street lighting and landscaping should be designed at a pedestrian scale with an emphasis on creating a safe and secure environment. Additionally, landscaping shall not impede automobile or pedestrian visibility within or immediately adjacent to an alley.

e. Paseo. Paseos are local and private pathways serving pedestrians and bicyclists only, and may also provide limited service access during specified periods of the day. In addition, if it does not obstruct the flow of pedestrian traffic, portions of the paseo may also be used for outdoor dining, retail space, patios, art gardens, and related uses.

These types of "streets" are not shown on the regulating plan but would be appropriate to include in the D-B district as part of a unified development plan to connect uses and activities in a pedestrian orientation without additional public right-of-ways. Paseos could also be used in the D-A district when connecting front (street) and rear (alley) activity areas of the commercial block.

Paseo street lighting and landscaping should be designed at a pedestrian scale. Larger canopy trees should be used where possible for shade.

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2. Street Typology Standards. The following table displays associated standards for each Street Typology.

TABLE 17.58-1: STREET TYPOLOGY STANDARDS

	Avenue Grant Avenue	Avenue/ Railroad Avenue	Main Street	Secondary Streets	Alley	Paseo
Thoroughfare Type:	Avenue	Avenue	Collector	Local	Alley	Pathway
Right-of-Way Width:	60'-126'	60'-80'	60'	44' – 60'	15 – 25'	20'-100'
Through Traffic Lanes:	2-4 Lanes	2 Lanes	2 Lanes	2 Lanes ¹	1 Lane	Emergency Only
Turning Lanes:	N/A	N/A	Optional Turn Pockets	N/A	N/A	N/A
Parking Lanes:	N/A	9.5' wide min, Diagonal, Each Side	9' wide min., Diagonal, Each Side	9' wide, Parallel, One or Two Sides	N/A	N/A
Planter Strip Width	8'	5'	4'	4'	N/A	N/A
Curb Radius:	25' ²	25'	25'	25'	25'	25'
Public Frontage Type:	Storefront, Gallery, Arcade	Storefront, Gallery, Arcade, Stoop	Storefront, Gallery, Arcade	Storefront, Stoop, Door Yard, Porch, Terrace	Porch, Stoop	Storefront, Gallery, Arcade, Stoop, Porch
Bike Facilities:	On-street, stripped	On-street, stripped	On-street, not stripped	On-street, not stripped	N/A	Designated Bicycle Lane(s)

Notes:

1. While Wolfskill Street is identified as a Secondary Street, due to its narrow width it is only improved to a narrow one-lane one-way street.

2. Twenty five feet is ideal but actual curb radius shall be determined in consultation with CalTrans and the City Engineer.

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17.58.050 ALLOWED USE REGULATIONS

The purpose of this section is to list allowed uses according to districts and downtown zones within the districts. This list is not meant to be exhaustive and does not regulate building character or design, but instead delineates the types of uses allowed within a building. These allowed use regulations are unique to Chapter 17.58 and are intended to implement the vision and building blocks of the 2006 Winters Downtown Master Plan.

A. Principally Permitted Uses: The following table identifies the permitted uses within the Downtown. These allowed use regulations are listed by street type, then by Zoning District (D-A or D-B), as applicable. The uses listed are defined in Section 17.58.040.B (Definitions of Permitted Uses). The symbols in the table are defined as:

P – Permitted Use

C – Conditionally Permitted Use

N – Not Permitted

TABLE 17.58-2: PERMITTED USES

Uses	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D-B
Attached Single-Family Residential	N	N	N	N	P	N	N
Bed and Breakfast Inn	P ¹	P ¹	P	P	P	P	P
Child Day Care	P ¹	P ¹	P	P	P	P	P
Commercial Recreation and Entertainment	C	C	C	N	N	P	C
Detached Single-Family Residential	N	N	N	N	P	N	N
Government/Institutional	P	P	P	P	C	P	P
Home Occupation ²	P	P	P	P	P	P	P
Live/Work Space	N	N	N	N	C	N	C

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Uses	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Mixed-Use	P	P	P	P	C	N	P
Multi-Family Residential	N	P ³	P	P ³	P	N	N
Neighborhood Commercial	N	N	P	N	P	N	N
Offices	P ³	P ³	P	P	C	P	P
Religious Institutions	C ¹	C ¹	C	C	C	C	C
Retail Commercial	P	P	P	P	N	P	P
Sit-Down Restaurants	P	P	C	C	N	P	C

Notes:

1. Only on the second floor or above.
2. Subject to the standards of Section 17.60.080 (Home Occupations)
3. Allowed as part of a Mixed-Use Development. Not permitted on the ground floor.

B. Definitions of Permitted Uses

1. Attached Single-Family Residential. A building designed exclusively for occupancy by one family on a single lot that has zero side yard setbacks, and shares a party wall with the adjacent building(s) (e.g., townhouse).

2. Bed and Breakfast Inns. Residential structures with up to four bedrooms rented for overnight lodging, where meals may be provided subject to applicable Health Department regulations. A Bed and Breakfast Inn with more than four guest rooms is considered a hotel or motel.

3. Child Day Care. A State licensed facility which provides non-medical, care, protection and supervision, to children under 18 years of age, on a less than 24-hour basis. Commercial or non-profit child day care facilities includes infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use

4. Commercial Recreation and Entertainment. Establishments providing indoor or outdoor recreation and entertainment services including: bars, movie theaters, dance halls, electronic game arcades, bowling alleys, billiard parlors, ice/rolling skating rinks, health clubs, skateboard parks).

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5. Detached Single-Family Residential. A building designed exclusively for occupancy by one family on a single lot. This classification includes manufactured homes (defined in California Health and Safety Code Section 18007).

6. Government/Institutional. This use includes government agency and service facilities (e.g. post office, civic center, police department, fire department), as well as public educational facilities, and publicly owned parkland.

7. Home Occupation. The conduct of a business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property. Examples include, but are not limited to, accountants and financial advisors, architects, artists, attorneys, and real estate sales.

8. Live/work Unit: An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multifamily, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

- a. Complete kitchen space and sanitary facilities in compliance with the city building code; and
- b. Working space reserved for and regularly used by one or more occupants of the unit.
- c. The difference between live/work and work/live units is that the "work" component of a live/work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment, while the work component of a work/live unit is the primary use, to which the residential component is secondary.

9. Mixed-Use. Mixed-Use facilities are characterized by commercial retail use on the ground floor, and office, hotel, or residential uses on the upper floors.

10. Multi-Family Residential. A building designed and intended for occupancy by two or more families living independent of each other, each in a separate dwelling unit, which may be owned individually or by a single landlord (e.g., duplex, triplex, quadplex, apartment, apartment house, condominium). Also includes senior housing.

11. Neighborhood Commercial. A pedestrian oriented market store oriented to the daily shopping needs of the surrounding residential areas.

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Neighborhood markets are less than 8,000 square feet in size and operate less than 18 hours a day. Neighborhood markets may include deli or beverage tasting facilities that are ancillary to the market/grocery portion of the use. Alcohol sales are allowed for off-site consumption, or on-site consumption as part of the beverage tasting facility only.

12. Offices. This use includes businesses providing direct services to consumers (e.g. insurance companies, utility companies), professional offices (e.g. accounting, attorneys, doctors, dentists, employment, public relations), personal services (e.g. barber and beauty shops, shoe repair, tailors), and offices engaged in the production of intellectual property (e.g. advertising, architectural, computer programming, photography studios). Also includes banks and other financial institutions.

13. Religious Institutions. Facility operated by religious organizations for worship, or the promotion of religious activities (e.g. churches, mosques, synagogues, temples) and accessory uses on the same site (e.g. living quarters for ministers and staff, child day care facilities which where authorized in conjunction with the primary use. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals and other potentially related operations (e.g. recreational camp) are classified according to their respective activities.

14. Retail Commercial. Stores and shops selling multiple lines of merchandise. These stores and lines of merchandise include but are not limited to art galleries, bakeries (all production in support of on-site, sales), clothing and accessories, collectibles, department stores, drug stores, dry goods, fabrics and sewing supplies, florists and houseplant stores, furniture, home furnishings and equipment, general stores, gift shops, hardware, hobby materials, musical instruments, parts and accessories, newsstands, pet supplies, specialty shops, day spas, sporting goods and equipment, and stationery stores.

15. Sit-Down Restaurants. A retail business selling food and beverages prepared and/or served on the site, for on-premise consumption where most customers are served food at tables, but may include providing food for take-out. Also includes coffee houses, and accessory cafeterias as part of office and industrial uses. Alcohol sales are allowed for on-site consumption only.

17.58.060 DEVELOPMENT STANDARDS

Development standards for development activities are intended to encourage, protect, and preserve the historic urban image of Downtown Winters. They are also intended to improve overall aesthetic appearance and to serve as an incentive for private investment in the Downtown area.

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An important initiative of the Winters Form Based Code for Downtown is to clearly spell out development standards that shape the desired urban form. Building intensities are regulated through conformance to the prescribed development standards and design guidelines (e.g. height, setbacks, parking, form, massing). These standards are designed to simplify, streamline, and customize the standards and requirements described in the Winters Zoning Ordinance (Winters Municipal Code Title 17) and to encourage preservation, investment, and revitalization of property in the Downtown area.

A. General Development Standards

1. Mandatory Conformance. Standards listed in this section, as well as architectural and design standards listed in Section 17.58.070, are mandatory requirements that must be satisfied for all new projects and modifications to existing development. Projects shall be reviewed for conformance with these provisions as part of Design Review. For "qualifying modifications" to existing development that only require issuance of a Building Permit, conformance with these standards shall be reviewed as part of Plan Check during Building Permit review. "Qualifying modifications" are all modifications to a structure except repair, restoration, or reconstruction of a structure where such work, as determined by the Community Development Director, maintains the outer dimensions and surface relationships of the existing structure (e.g., repainting, replacement of windows or doors with matching size and style, repair of exterior materials such as stucco, brick, and wood).

2. Area-Wide Height Requirements and Exceptions. Refer to individual 17.58.050.B for district height requirements.

The Zoning Administrator or Planning Commission may approve architectural features such as tower elements, elevator service shafts, and roof access stairwells that extend above the height limit. Telecommunications antennas and service structures located on rooftops may also exceed the maximum building height but shall be hidden to the maximum extent possible using appropriate screening and "stealth" technologies.

As part of the Design Review, and on the recommendation of the Planning Commission, the City Council may approve buildings that exceed the maximum height adopted in the D-A or D-B zones.

3. Area-Wide Maximum Allowable Residential Development. The maximum allowable residential development in Downtown Winters is 20 dwelling units per acre.

4. Area-Wide Maximum Allowable Commercial Development. There is no maximum amount specified for allowable commercial development in

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Downtown Winters (with exception to "neighborhood commercial" uses – see section 17.58.050.B.8).

5. Area-Wide Parking Standards. In an effort to attract retail development to Downtown Winters, parking requirements have been reduced. Please see Code section 17.58.050.E.2 for district parking requirements.

B. Height Requirements: The maximum height of 45' in Downtown Winters is intended to preserve the compact, walkable, historic downtown core while simultaneously stimulating economic development in the commercial heart of the City.

Table 17.58-3 displays height requirements for each Downtown Winters district.

TABLE 17.58-3: HEIGHT REQUIREMENTS

Maximum Height	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
	45'	45'	45'	35'	35'	45'	45'

C. Building Placement: The setbacks and "Build-To" lines for Downtown Winters are intended to enhance social interactions in the historic downtown retail core while simultaneously providing appropriate levels of privacy in residential areas.

Table 17.58-4 and Figure 17.58-10 displays setback requirements for each Downtown Winters district.

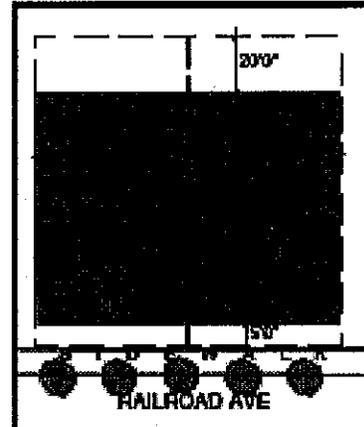
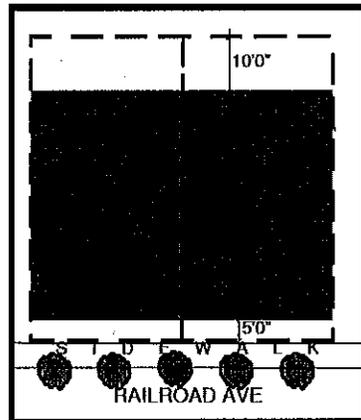
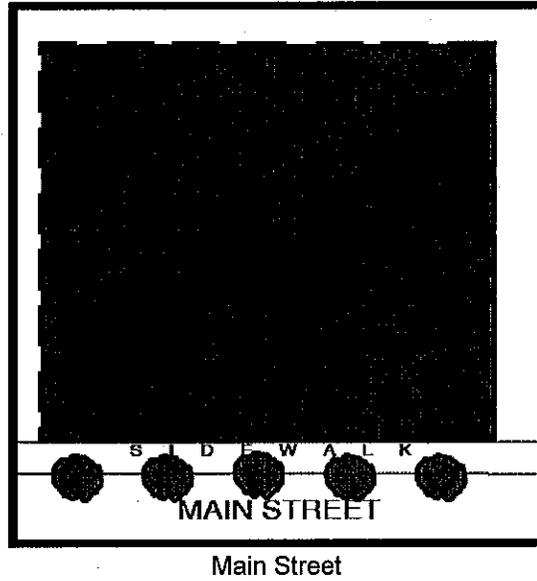
TABLE 17.58-4: SETBACK REQUIREMENTS

Building Placement	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
"Build To" Front Line*	0'	5'	5'	0'	0'	10'	10'
Minimum Side Yard	0'	0'	0'	0'	0'	15'	15'
Minimum Rear Yard	0'	10'	20'	10'	20'	20'	20'

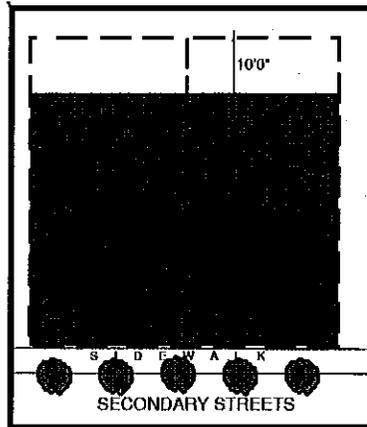
*"Build To" lines are defined as the edge where the public right-of-way ends and the private property boundary begins.

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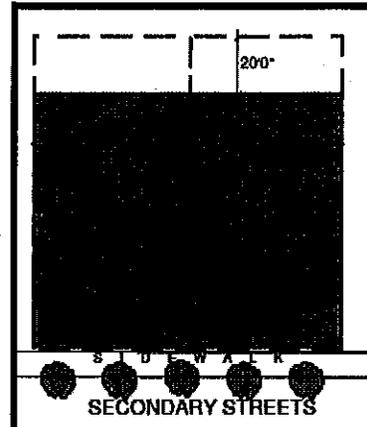
FIGURE 17.58-10: BUILDING PLACEMENT



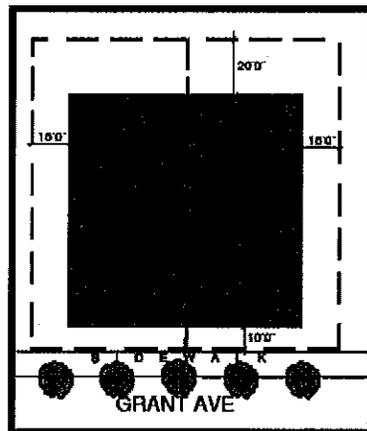
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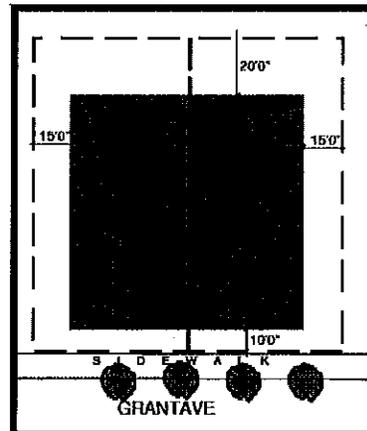
Secondary D-A



Secondary D-B



Grant D-A



Grant D-B

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D. Frontage Types: Frontage type refers to the architectural composition of the front façade of a building; particularly concerning how it relates and ties into the surrounding public realm. The Downtown Winters frontage types are intended to enhance social interactions in the historic downtown retail core while simultaneously providing appropriate levels of privacy in residential areas. Allowed frontage types in the different districts and along the four street types are listed in Table 17.58-5 and defined below. An "X" means that the frontage type is allowed; a blank cell means that the frontage type is not allowed.

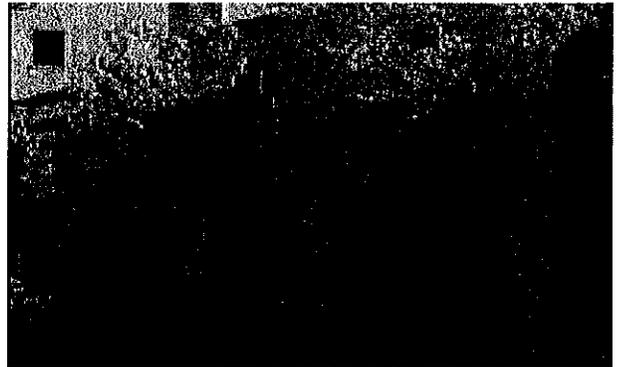
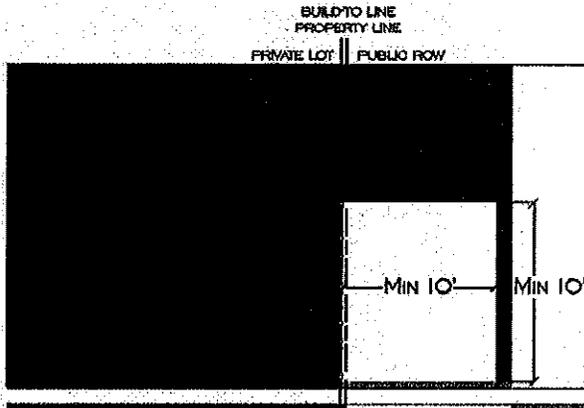
TABLE 17.58-5: ALLOWED FRONTAGE TYPES

Allowed Frontage Types	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Arcade	X	X	X	X	X	X	X
Gallery	X	X	X	X	X	X	X
Storefront	X	X	X	X	X	X	X
Stoop			X	X	X		X
Door Yard/Terrace				X			
Porch					X		
Neighborhood Yard					X		

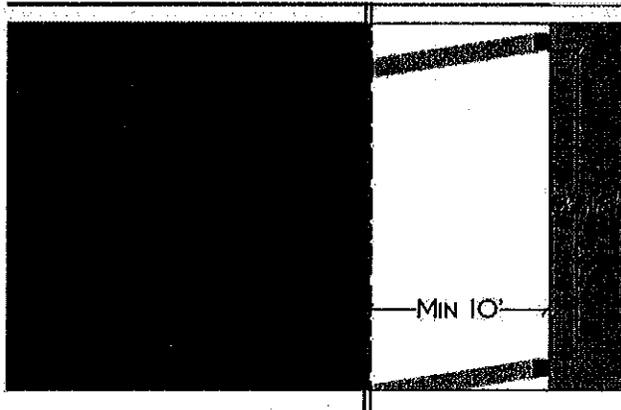
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ARCADE

Section



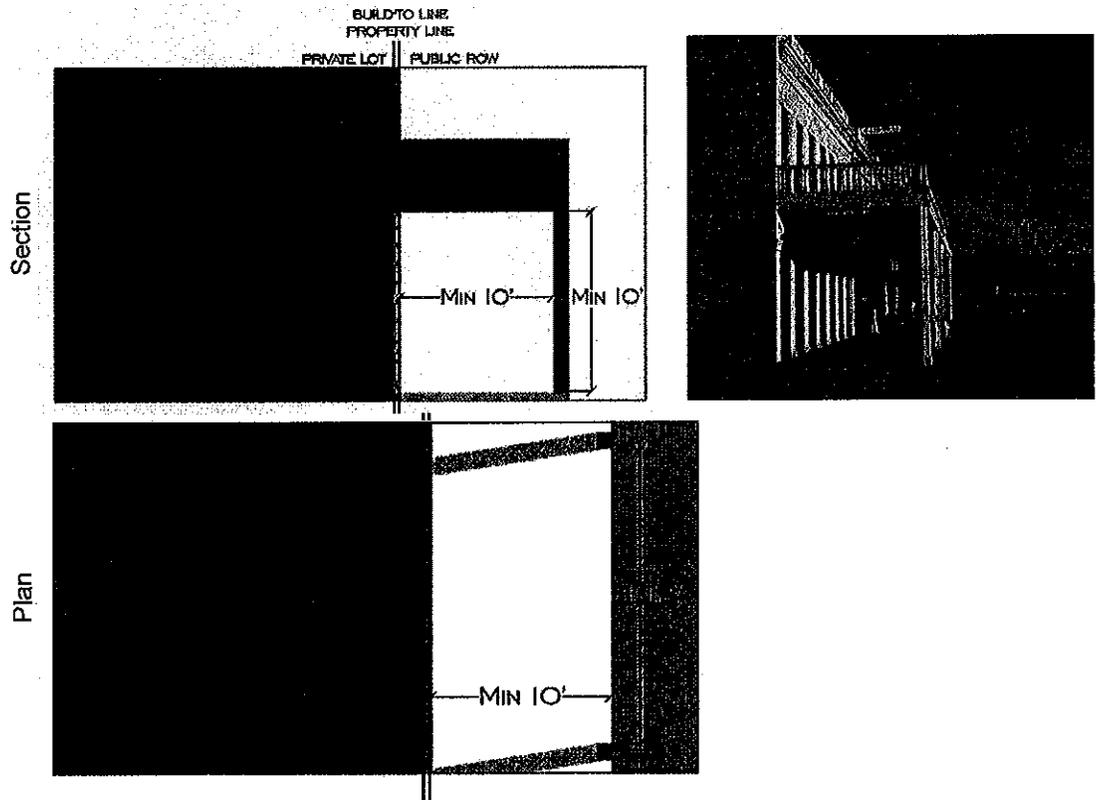
Section - Plan



- Depth = 10ft. minimum from the build-to line to the inside column face
- Height = 10 ft. minimum clear
- 75% - 100% of the building front
 - An Arcade frontage is nearly identical in character to the Gallery frontage except that the upper stories of the building may project over the public sidewalk and encroach into the public right-of-way.
 - The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it.
 - This frontage is typically for retail use.
 - An encroachment permit is needed to construct this frontage type, but can be approved as part of Design Review.

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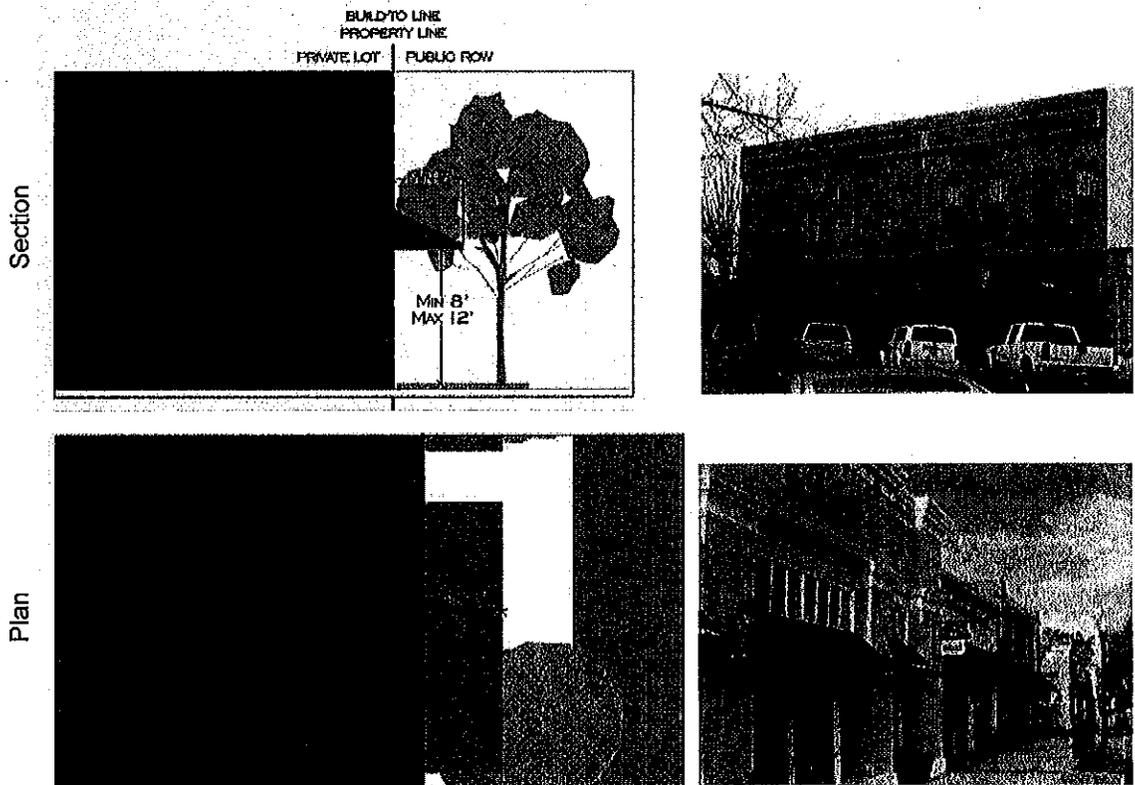
GALLERY



- Depth = 10ft. minimum from the build-to line to the inside column face
- Height = 10 ft. minimum clear
- 75% - 100% of the building front
 - A Gallery frontage is characterized by a façade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade, and with an attached colonnade that projects over the public sidewalk and encroaches into the public right-of-way.
 - The sidewalk must be fully absorbed within the colonnade so that a pedestrian may not bypass it.
 - This frontage is typically for retail use.
 - An encroachment permit is needed to construct this frontage type, but can be approved as part of Design Review.

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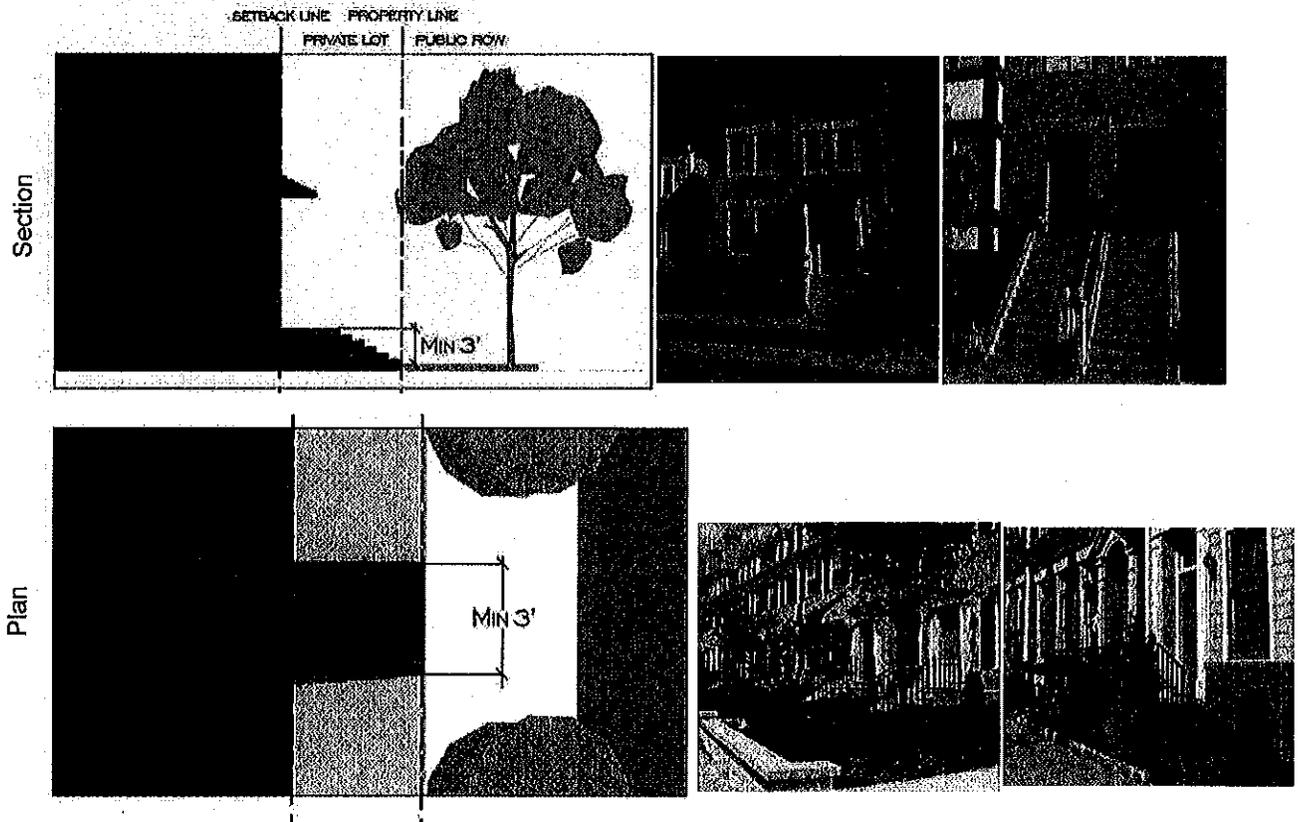
STOREFRONT



- Depth = 5ft. minimum over the sidewalk
- Height = 8 ft. minimum clear, 12 ft maximum
- Minimum of 50% of the overall building frontage
 - A Storefront frontage is characterized by a façade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade.
 - Storefront frontage has substantial glazing on the ground floor.
 - Storefront frontages provide awnings or canopies cantilevered over the sidewalk.
 - Building entrances may either provide a canopy or awning, or alternatively, may be recessed behind the front building façade.

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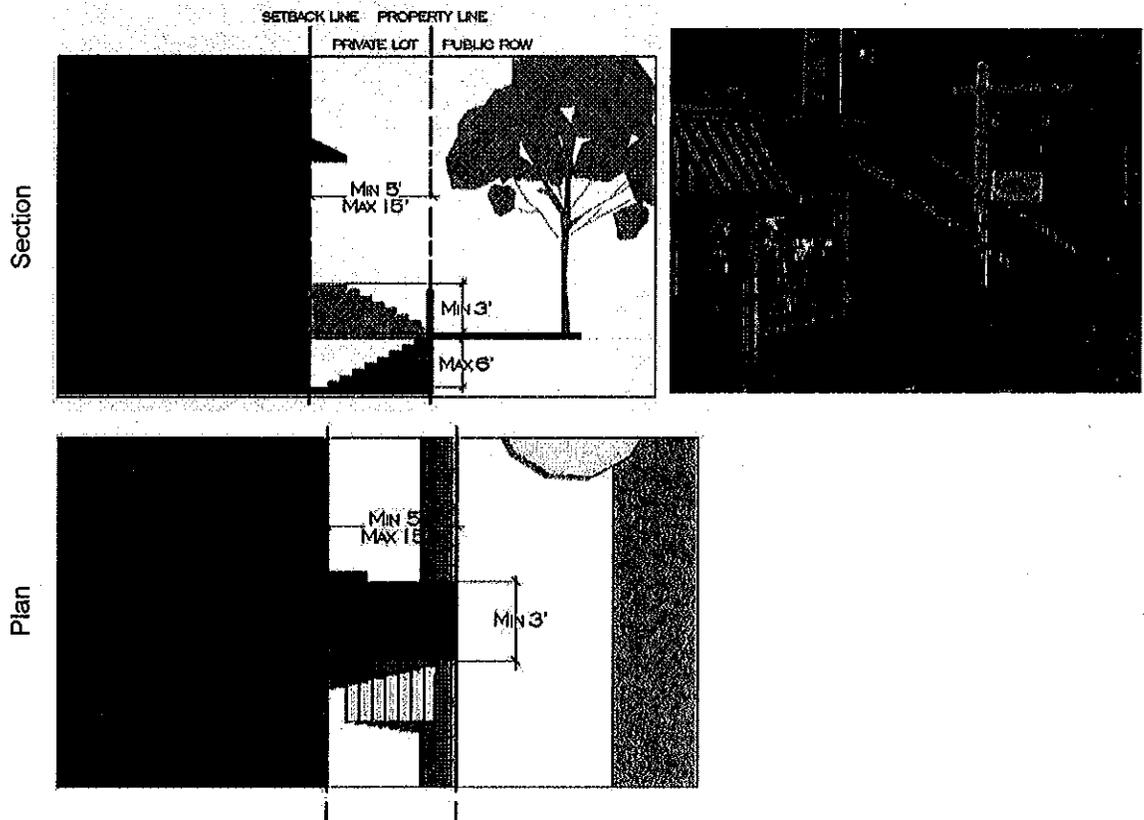
STOOP



- Stoops must rise to a minimum of 3' above grade.
- Minimum 3' wide.
 - A stoop frontage is characterized by a façade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground floor uses.
 - The entrance is usually an exterior stair or landing which may be combined with a small porch or roof.
 - The Stoop frontage type is suitable for ground floor residential uses with short setbacks.

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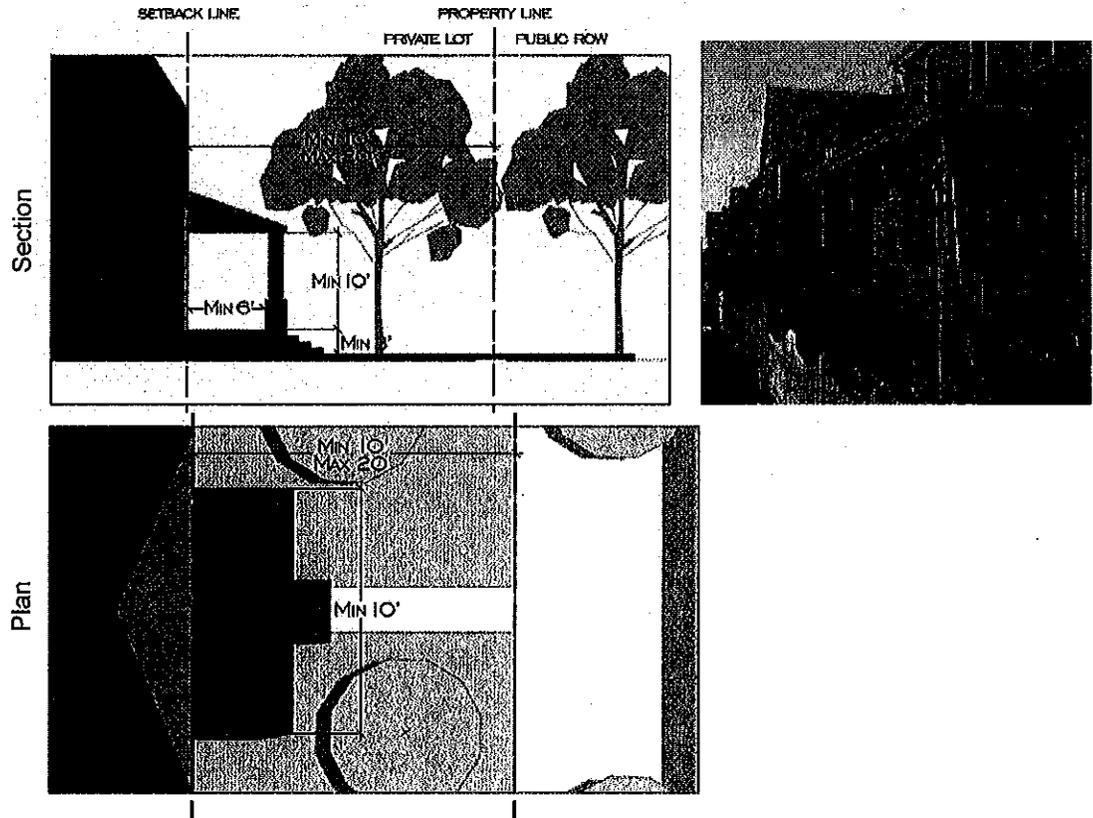
DOOR YARD/ TERRACE



- Minimum of 3' above grade,
- Minimum of 3' wide.
 - A Door Yard/Terrace frontage is characterized by a façade that is set back from the street property line and multiple levels of the building directly accessible from the street.
 - Door Yard/Terrace is a variation on the Stoop frontage, but it provides opportunities for multiple levels of commercial/retail easily accessible from the street.
 - Could also be used for a lower-level commercial use with office or residential on the second level.

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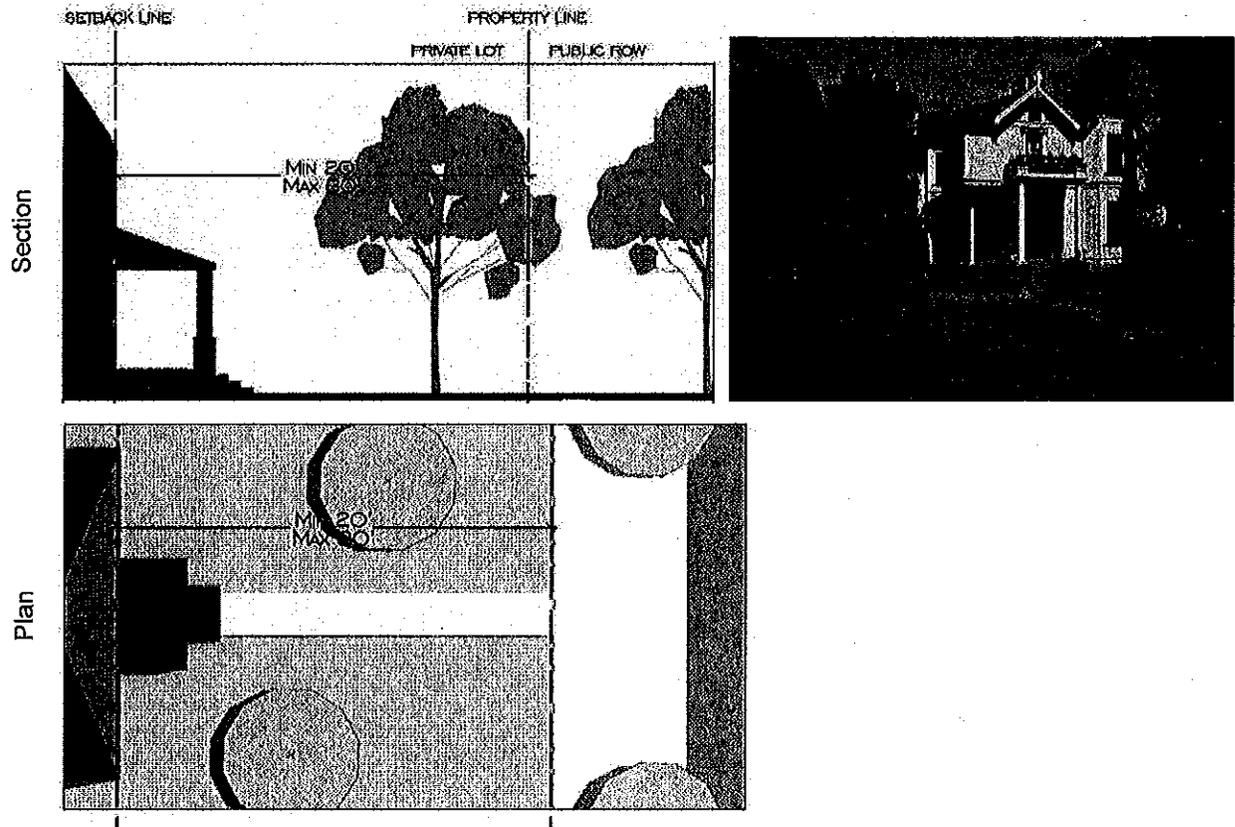
PORCH



- Minimum of 10' tall (clear).
- Minimum of 6' deep (clear).
- Porch height must be a minimum of 3' above grade.
- Minimum of 10' wide
 - This frontage type is characterized by a façade which is set back from the property line with a front yard, and by a porch which is appended to the front façade.
 - The porch may encroach into the front setback.

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NEIGHBORHOOD YARD



- Minimum 20 foot setback,
- Maximum 30 foot setback
- A Neighborhood Yard frontage is characterized by deep front yard setbacks. The building façade is set back substantially from the front property line. The resulting front yard is unfenced and is visually continuous with adjacent yards, supporting a common landscape. Porches and/or stoops are not required, though they are recommended.

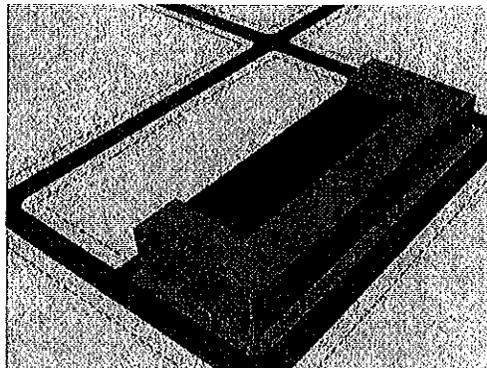
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E. Building Types: The following building types are intended to provide a variety of flexible building styles appropriate for the small town character of Winters that can be used to guide future development. Allowed building types in the different districts and along the four street types are listed in Table 17.58-6 and defined below. An "X" means that the building type is allowed; a blank cell means that the building type is not allowed.

TABLE 17.58-6: ALLOWED BUILDING TYPES

Allowed Building Types	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Half Block Liner	X	X	X	X	X		
Infill	X	X	X	X	X		
Terraced		X	X	X	X	X	X
Front Yard Housing					X		
Rowhouse			X		X		
Courtyard Housing			X		X		

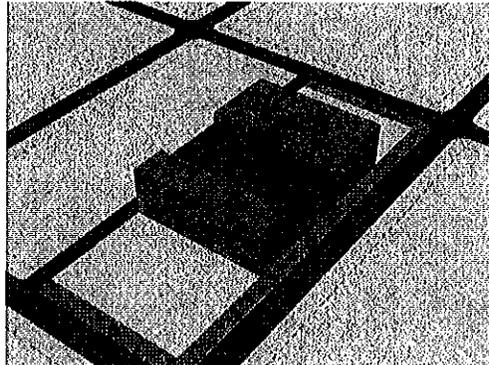
1. Half Block Liner. An attached building with a frontage of approximately one-third to one-half the length of a Downtown block, and zero side yard setbacks. It is used for mixed-use, residential, and commercial development.



Half-Block Liner

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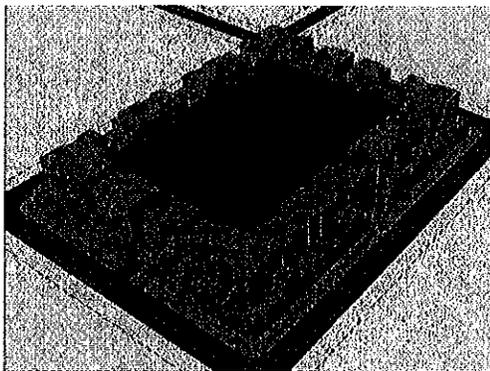
2. Infill. An attached building with a frontage that is less than one-third the length of a Downtown block, and zero side yard setbacks. It is used for mixed-use, residential, and commercial development.



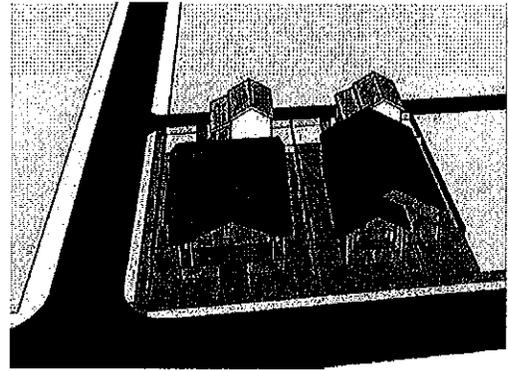
Infill Lot

3. Terraced. A mixed-use, residential, or commercial building characterized by individual units that are accessed via multi-leveled outdoor terraces. The terraces are intended to be semi-public spaces that are extensions of the public realm.

4. Front Yard Housing. A detached building designed as a single-family residence, duplex, triplex, or quadplex. Front Yard Housing is accessed from the sidewalk adjacent to the street build-to line.



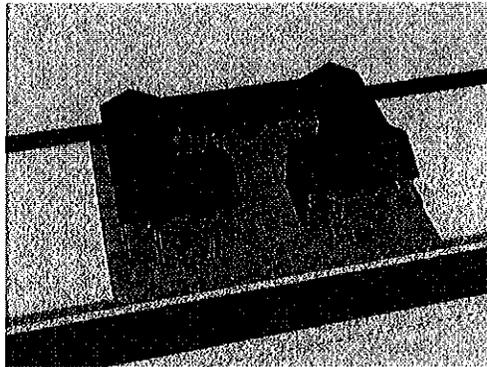
Terraced Lot



Front Yard Housing

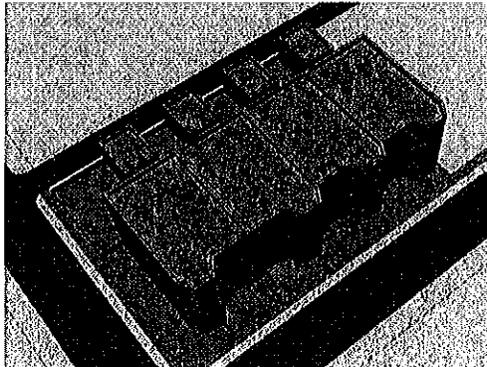
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5. Rowhouse. Two or more detached two- or three-story dwellings with zero side yard setbacks. A Rowhouse may be used for non-residential purposes



Courtyard Housing

6. Courtyard Housing. A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in any zone. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, apartments, or apartments located over or under townhouses. The Courtyard is intended to be a semi-public space that is an extension of the public realm.



Rowhouse

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F. Storefront Regulations: The following storefront standards are intended to provide continuity of building form at street level in Downtown Winters. Additionally, standards are meant to enhance the relationship between buildings and the sidewalk, subsequently encouraging more pedestrian activity.

Table 17.58-7 lists the storefront design standards. "Tags" refer to those elements labeled in **Figure 17.58-11** and described below (Storefront Design Standard Definitions).

TABLE 17.58-7: STOREFRONT DESIGN STANDARDS

Storefront Standards	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Storefront Width	10' – 40'	20' – 50'	20' – 50'	15' – 35'	15' – 35'	20' – 50'	20' – 60'
Tag "a"							
Ground Floor Height	12' – 18'	12' – 18'	12' – 18'	10' – 15'	10' – 15'	12' – 20'	12' – 20'
Tag "b"							
Bulkhead Height	1.5' – 3'	1.5' – 3'	1.5' – 3'	1.5' – 3'	1.5' – 3'	0' – 4'	0' – 4'
Tag "c"							
Inset of front door from "Build-To" line	3' – 7'	3' – 7'	2' – 7'	2' – 6'	2' – 6'	2' – 5'	2' – 5'
Tag "d"							
Maximum Awning Extension from Building	6'	6'	6'	4'	4'	6'	6'
Tag "e"							

Storefront Design Standard Definitions.

a. Storefront Width. Refers to the front façade width as measured from one corner of the front façade to the other.

b. Groundfloor Height. Refers to the height of the front façade's first story as measured from the sidewalk level to the top of the "expression line". An "expression line" is an architectural embellishment that delineates the end of the ground floor and the start of the second floor of a building.

c. Bulkhead Height. Refers to the height of the bulkhead which is the portion of a commercial façade located between the ground

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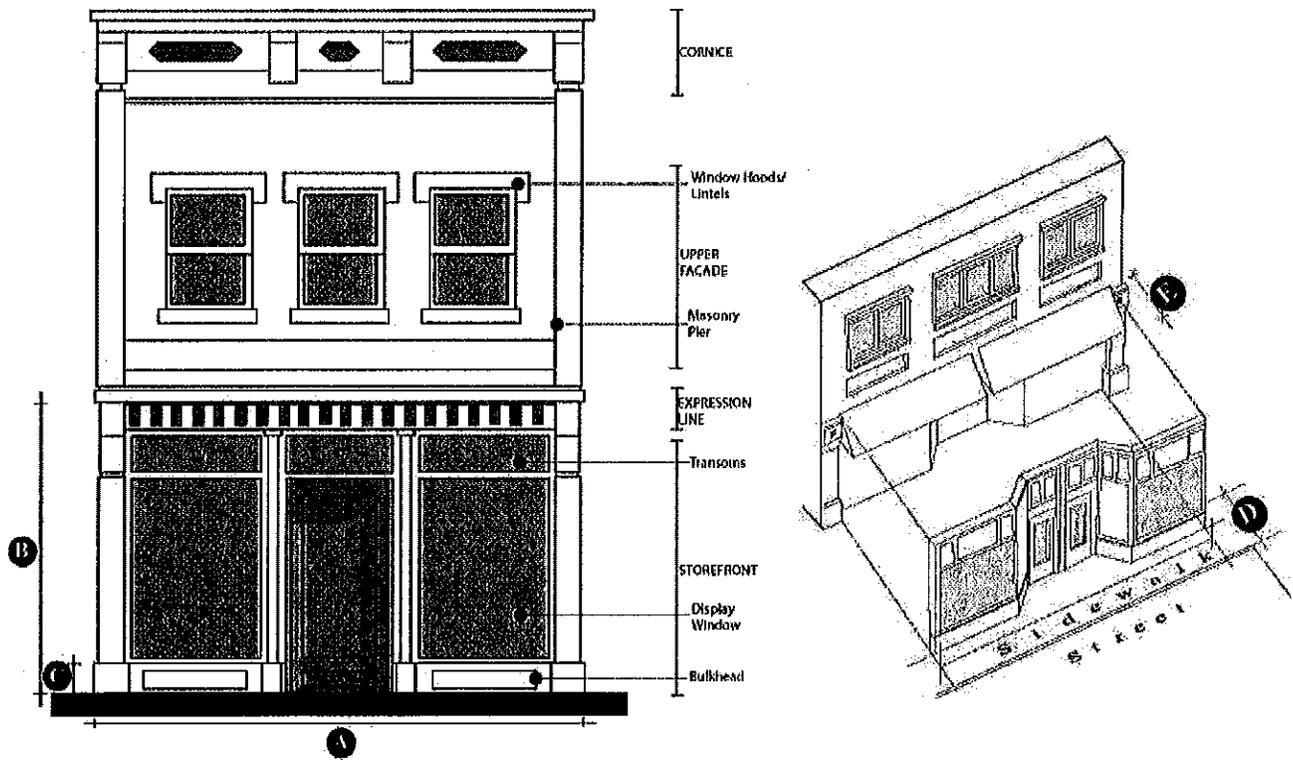
and the bottom of the street level display windows. It is typically constructed of stone, brick, or concrete.

d. **Inset of Front Door from "Build-To Line"**. Refers to the distance from the front door of the building to the "build-to line". A "build-to line" is an urban setback dimension that delineates the maximum distance from the property line a front building façade can be placed. Typically, build-to lines range from 0'-10'. See table 17.58-7 for build-to line regulations in Downtown Winters.

e. **Maximum Awning Extension from Building**. Refers to the maximum distance allowed between the building and the end of a fully extended awning. An awning is a temporary shelter that is supported from the exterior wall of a building. It is typically constructed of canvas or a similar fabric that is sturdy and flexible.

Storefront Standards	
Ⓐ	Storefront Width
Ⓑ	Groundfloor Height
Ⓒ	Bulkhead Height
Ⓓ	Inset of Front Door from "Build-To Line"
Ⓔ	Maximum Awning Extension from Building

FIGURE 17.58-11: STOREFRONT DESIGN STANDARDS



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G. Parking. Parking requirements have been reduced to encourage pedestrian activity and economic growth in Downtown Winters. In the design of parking facilities, consideration should be given to locating parking in the back or sides of buildings in order to maintain a continuous retail façade for pedestrians along downtown streets.

1. Allowable Parking Types. Allowable parking types listed in Table 17.58-8 and defined below. An "A" means that the parking type is allowed; a "P" means that the parking type is preferred and highly encouraged. A blank cell means that the parking type is not allowed.

TABLE 17.58-8: PARKING

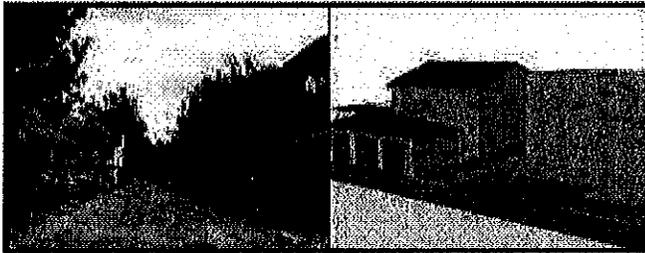
Allowed Parking Types	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Surface Parking – Behind Building	P	A	A	A	A	P	A
Surface Parking – Next to Building		A	A	A		A	A
Alley Access	A	A	P	P	P	A	A
Parking Structure	A	A					
Tucked Under Building					A	A	A
Allowed Parking Ratios	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Commercial	1 sp/400 sf	1 sp/400 sf		1 sp/400 sf		1 sp/400 sf	
Office	1 sp/500 sf	1 sp/500 sf		1 sp/500 sf		1 sp/500 sf	
Residential	N/A	1.5 sp/unit		1.75 sp/unit		N/A	
Allowed Bicycle Parking Ratios	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Commercial/Office	0.3 sp/1000 sf	0.3 sp/1000 sf		0.3 sp/1000 sf		0.3 sp/1000 sf	
Residential	N/A	1 sp/unit		1 sp/unit		N/A	

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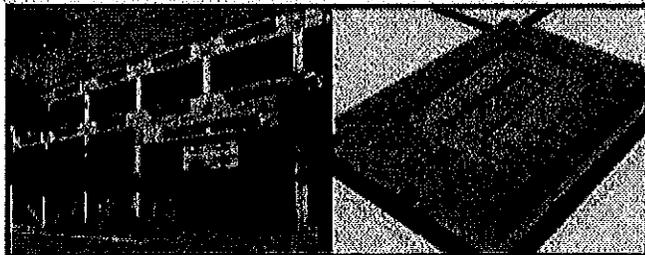
FIGURE 17.58-11: PARKING TYPES



Behind Structure



Alley Access



Parking Structure



Next to Structure



Tucked Under

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2. Parking Standards.

a. Downtown Winters should encourage "one-stop" parking where shoppers park once and visit multiple stores on foot. In addition, reduced parking requirements and shared parking lots will help create a pedestrian-oriented downtown environment.

b. Locating parking lots between the front property line and the building store front is prohibited. Instead, parking should be located to the rear of buildings.

c. When off-street parking in the rear is not possible, the visual impact of headlight bleed and the asphalt parking surface shall be minimized by landscaped berms and/or walls with a maximum height of three feet.

d. Rear parking lots should be designed and located contiguously, or adjacent to alleys, so that vehicles can travel from one private parking lot to the other either directly or via an alley without having to enter a street. This may be achieved with reciprocal shared access agreements.

e. Locate rear parking lots or structure entries on side streets or alleys in order to minimize pedestrian/vehicular conflicts.

f. Create wide, well-lit, landscaped pedestrian walkways connecting onsite pedestrian circulation systems in parking lots to offsite public sidewalks and building entries.

g. In order to minimize conflicting vehicle turning movement along major roadways, the City encourages shared access drives within and between integrated non-residential development. This reduces the number of driveway curb cuts. The City also encourages reciprocal access between non-residential developments to provide for convenience, safety, and efficient circulation. If incorporated, a reciprocal access agreement shall be recorded with the land by the owners of abutting properties to ensure that there will be continued availability of the shared access.

h. The layout of parking areas should be designed so that pedestrians walk parallel to moving cars.

i. Parking areas that accommodate a significant number of vehicles should be divided into a series of connected smaller lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of larger parking areas.

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j. Demarcation of parking spaces should be legible, and the spaces should be adequate but not overly generous.

k. Parking structures (privately owned and operated) are encouraged to incorporate retail and/or office space on the street level of the structure. This prevents the structure from becoming a pedestrian "dead zone" in Downtown Winters.

H. Signs. The following sign standards are intended to encourage creative sign design as an integral part of a building's architecture, rather than treating signs as an add-on or afterthought. Additionally, stimulating retail and wayfinding signage in Downtown Winters will increase economic activity and city legibility. While this section addresses permanent signage within the Downtown, additional provisions for temporary signs, prohibited signs, and other general provisions may be found in Chapter 17.80 (Signs).

1. Allowed Sign Types. Allowed types of signs are listed in Table 17.58-9 by street type and zone. An "A" means that the sign type is allowed; a "P" means that the sign type is preferred and highly encouraged. A blank cell means that the sign type is not allowed.

TABLE 17.58-9: ALLOWABLE SIGN TYPES

Allowed Sign Types	Main Street	Railroad Avenue		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Wall Sign	A	A	A	A	A	P	P
Awning Sign	A	A	A	A	A	A	A
Window Sign	P ¹	P	P	P	A	A	A
Projecting Sign	P	P	P	P	A		
Monument Sign						P ²	A ²
Figurative Sign	P	P	P	P	A	A	A
A-Frame Sidewalk Sign ²	A	A	A				
Temporary Signs	A	A	A	A	A	A	A
Directory Sign	A	A	A	A	A	A	A

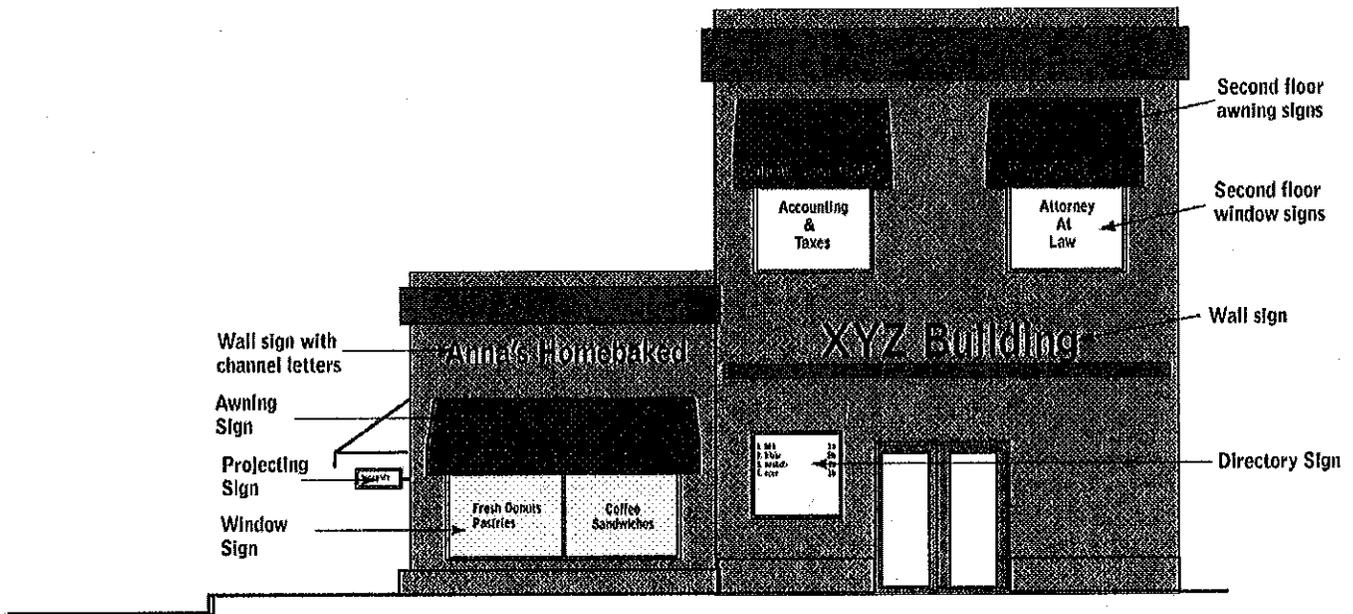
Notes:

1. Monument signs allowed only if landscaped and shared by 2 or more businesses.

2. A-frame signs permitted only if they do not interfere with the pedestrian right-of-way.

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FIGURE 17.58-13: SIGN TYPES



2. Sign Size and Number. Consistent with the standards of Chapter 17.80 (Signs), the maximum allowed number and size for signs in Downtown shall be as follows:

a. Monument Sign. One monument sign (free-standing identification sign) per site allowing one-quarter foot of sign area per foot of lot frontage on which the sign is to be located, not to exceed twenty (20) square feet in area nor six feet in height on a site where all buildings are set back at least ten (10) feet from the street curb or street pavement edge on which the use fronts. Where the subject property exceeds one acre in size, the maximum sign area may be increased to forty (40) square feet and height to ten (10) feet.

b. Wall Sign. One wall sign per building frontage. Maximum wall sign area is determined as follows, not to exceed one-hundred (100) square feet:

- i. For buildings with only one building frontage: one-half square foot of sign area for each ground-level linear foot of building frontage.
- ii. For buildings with multiple building frontages: one-half square foot of sign area for each ground-level linear foot of one building frontage and one-quarter square foot of signing for each linear foot

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of additional frontage. The basic sign area in a multitenant center may be reallocated between businesses by the center manager based on an overall sign plan for the center.

iii. Window signs and Awning signs shall be subject to the same area rules as wall signs and shall count towards the overall total area allowed.

d. Projecting Signs. One projecting sign per building, not to exceed 0.4 square feet for every linear foot of main entrance facade frontage, not to exceed a maximum of twenty (20) square feet. A projecting sign shall be at least eight feet above grade directly below the sign.

e. Directory Sign. One directory wall sign for each primary building entry to identify occupants in a multistory building. The sign may not exceed five square feet in area.

f. A-Frame Signs. One freestanding A-frame sign not exceeding an area of four square feet and three feet in height per establishment.

g. Figurative Sign. One figurative sign may be allowed per building. The total area of a figurative sign shall not exceed 100 square feet. A figurative sign may not extend above the roofline of a building.

3. Sign Design. Design, color, materials, size, and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design. Signs that are compatible with the surroundings and effectively communicate a message will promote a quality visual environment. The standards that follow address these issues and others, and are intended to help business owners provide quality signs that add to and support the character of Downtown Winters.

a. General Design Standards

i. Design signs in harmony with the style and character of the development and as an integral design component of the building architecture, building materials, landscaping, and overall site development.

ii. Sign letters and materials should be professionally designed and fabricated.

iii. Exposed conduit and tubing (raceway) is prohibited. All transformers and other equipment shall be concealed.

iv. All signs shall be maintained in good repair, including the display surface, which shall be kept neatly painted or posted.

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v. The exposed back of all signs visible to the public shall be suitably finished and maintained.

vi. The use of retractable awnings as a signage tool is acceptable.

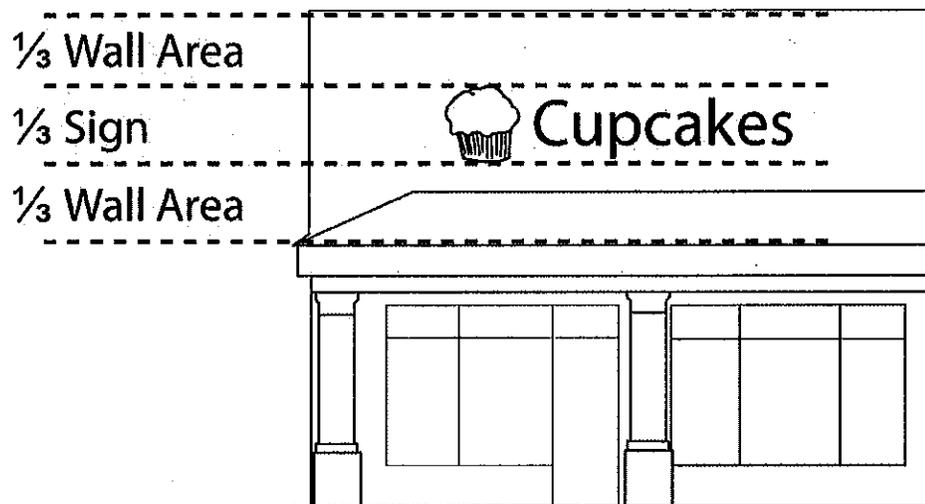
vii. Non-conforming City-designated "Heritage Signs" shall be protected.

b. Placement

i. Signs should be generally free of obstructions when viewed from different angles. However, trees or other landscaping that grow to a point that it obstructs the view of a sign or makes it illegible shall not be grounds for removal or trimming of the plant(s).

ii. Utilize a consistent proportion of signage to building scale, such as 1/3 text to 2/3 wall area or 1/4 text to 3/4 wall area. See Figure 17.58-14 (Text Scale).

FIGURE 17.58-14: TEXT SIZE



c. Materials.

i. Paper and cloth signs are appropriate for interior temporary use only and are not permitted on the exterior of a building.

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- ii. The use of neon is permitted in the D-A zone if it fits with the style of the architecture (e.g., art deco) and is not a nuisance (e.g., produce glare) to the surrounding properties.

Sign Tips: Colors and Materials

- Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on site.
- The selected materials need to contribute to the legibility of the sign. For example, glossy finishes are often difficult to read because of glare and reflections.
- Contrast is an important influence on the legibility of signs. Light letters on a dark background or dark letters on a light background are most legible.
- Limit the total number of colors used in any one sign. Small accents of several colors may make a sign unique and attractive, but the competition between large areas of many different colors decreases readability.



Exterior materials, finishes, and colors should be the same or similar to those of the building or structures on site.

d. Sign Legibility.

- i. Avoid spacing letters and words too close together. Crowding of letters, words or lines will make any sign more difficult to read. Conversely, over-spacing these elements causes the viewer to read each item individually, again obscuring the message. As a general rule, letters should not occupy more than 75% of the sign panel area.

Sign Tips: Legibility

- Use a brief message whenever possible. Fewer words help produce a more effective sign. A sign with a brief, succinct message is easier to read and looks more attractive.
- Limit the number of lettering styles in order to increase legibility. A general rule to follow is to limit the number of different letter types to no more than two for small signs and three for large signs.
- Use symbols and logos in the place of words whenever appropriate. Pictographic images will usually register more quickly in the viewer's mind than a written message.
- Avoid hard-to-read, overly intricate typefaces and symbols. Typefaces and symbols that are hard to read reduce the sign's ability to communicate.



A brief message with simple lettering is easy to read and identify.

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Light source must be directed against the sign such that it does not shine into adjacent property or cause glare for motorists and pedestrians.

e. Sign Illumination

- i. The light from an illuminated sign shall not be of an intensity or brightness that will create glare or other negative impact on residential properties in direct line of sight to the sign;
- ii. Whenever indirect lighting fixtures are used (fluorescent or incandescent), care shall be taken to properly shield the light source to prevent glare from spilling over into residential areas and any public right-of-way.
- v. Internally illuminated plastic box "canned" signs are prohibited. Individually illuminated channel letters are acceptable.
- vi. Signs shall not have blinking, flashing, or fluttering lights, or other illumination devices that have a changing light intensity, brightness, or color;
- vii. Light sources shall utilize energy efficient fixtures to the greatest extent possible and shall comply with Title 24 of the California Code of Regulations (California Building Standards Code).

Sign Tips: Illumination

- If the sign can be illuminated by an indirect source of light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures attached to the front of the structure cast light on the sign and the face of the structure as well.

- Individually illuminated letters should be backlit. Signs comprised of individual letters mounted directly on a structure can often use a distinctive element of the structure's facade as a backdrop, thereby providing a better integration of the sign with the structure.



Spotlights are preferred for wall and projecting signs.

I. Landscaping. Landscaping in Downtown Winters should be pedestrian-oriented and reflect and enhance the area's small town charm. These provisions emphasize the use of potted plants, trees, landscaping along urban streetscapes, and within urban parking lots. Landscaping shall be provided on-site consistent with the standards set forth below.

1. Landscaping Standards.

a. Street Trees. Street trees shall be provided every 30 feet on center within the required landscape area. Tree selection shall be

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from the City's adopted street tree list and as approved to the satisfaction of the Community Development Director.

b. Standard Design Concepts.

i. Use landscaping to complement the architecture, to minimize the impact of incompatible land uses, and to establish a transition between adjacent developments. Plant materials can absorb sound, filter air, curtail erosion, provide shade, and maintain privacy.

ii. Provide landscaping to break up blank walls, shade pedestrians, accent entries, and soften the connection of paving for vehicles to buildings.

iii. Landscaping strips on public streets should be wide enough for canopy shade that is consistent with the street width. See standards for landscape area width in section 17.58.040.

iv. The use of alternative types of landscaping strip ground cover are strongly encouraged. Standard grass strip is discouraged.

v. Parking facilities shall attain a minimum of 50 percent tree canopy coverage within ten years of completion of construction to provide shade and minimize visual and environmental impacts.

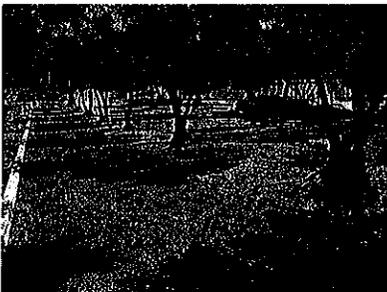
vi. In surface parking lots, trees should be installed at a ratio of one tree per three parking stalls for the perimeter of the parking lot, and one tree per six spaces for the interior of the parking lot.

vii. Consider placement of trees and shrubs to avoid conflict with vehicular overhangs, traffic and visibility patterns, and onsite structures.

viii. Owners of vacant lots without any structures shall seed and turf the lot(s) on a regular basis, or appropriately secure the lot(s), or allow the lot(s) to be maintained by neighborhood residents as a community garden.

ix. Owners of vacant lots that contain structures shall maintain the existing landscaping on a regular basis so that the lot(s) should not give an overgrown appearance.

x. Landscape should be oriented in accord with the demands of the species for sunlight, and its susceptibility to the prevailing wind.



Tree canopies in parking lots provide shade

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c. Irrigation. Irrigation of landscaping shall only be directed onto the landscaping. Spillover onto hardscape shall be minimized to the maximum extent feasible.

d. Tree Grates/Guards

i. Tree grates should be utilized at passages to provide a continuous walking surface while providing adequate space for the tree to grow.

ii. Install structural soil systems to direct new root growth downward below hardscape areas. This helps to postpone root damage caused to the surrounding hardscape and structures. By providing deep watering and air to root systems as appropriate when trees are planted within five feet of any permanent structure/paving/curb, additional service life may be achieved. Structural soil systems are preferred over root barriers as they are often more effective.

iii. A minimum of six feet of structural soil shall be provided for trees. The area of enhanced root zone environment shall be enlarged beyond this minimum according to the species size planted. The structural soil can be provided under tree grates and pavement.

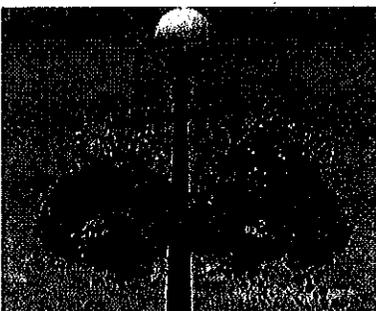
iv. Trees and landscaping installed in parking lots should be protected from vehicle damage by a minimum six-inch tall concrete curb surrounding the planter area. Planter barriers to protect landscaping should also be designed with intermittent curb cuts to allow parking lot runoff to drain into landscape areas.

e. Pots and Planters

i. Boxed and container plants in decorative planters of ceramic, terra cotta, wood, or stucco should be used to enhance public areas.

ii. Large planters may also be incorporated into seating areas. Such planters should be open to the earth below and be provided with a permanent irrigation system.

iii. Hanging flower baskets enhance the beauty of the Downtown. Lamp posts should include supports and irrigation systems for hanging flower baskets.

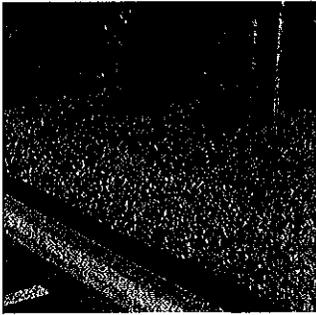


Hanging baskets beautify the Downtown.

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f. Water Quality and Urban Runoff in Redevelopment Areas.

Because of the proximity of the Downtown to Putah Creek and the potential impact of urban activities on the natural environment, water quality and urban runoff in redevelopment areas is of particular concern. The use of bioswales and landscaped water quality basins represent the preferred approach to urban runoff and stormwater quality control in redevelopment areas (Zone D-B). Such features add aesthetic character, utilize natural materials, and serve as a functional element that allows for stormwater management.



A small bioswale along the edge of a parking area.

i. Bioswales and similar natural landscaped runoff control facilities shall be used to enhance appearance of stormwater management methods and allow for groundwater recharge.

ii. Bioswales shall be used to collect surface runoff before it crosses pavement areas and to reduce ponding and damage to walkways. Bioswales shall be graded to direct water away from paved areas into detention basins.

iii. Bioswales shall utilize a slope that is steep enough to prevent ponding and shallow enough to slow water velocity. Soils must not readily drain water; the goal is to get cleaner water to flow downstream. Recommended slopes of one to four percent should be used. Flow should be sufficiently low enough to provide adequate residence time within the channel. Flow depth should not be taller than the vegetation (a maximum depth of four inches in recommended). Final design of bioswales shall be subject to approval of the City Engineer.

iv. Porous paving shall be considered when designing paved areas. If used, porous paving shall first be approved and shall be applied as directed by the City Engineer.

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17.58.070 ARCHITECTURAL AND DESIGN STANDARDS

The purpose of these Architectural and Design Standards is to guide preservation, improvements, renovations, and future development in Downtown Winters. These provisions describe and illustrate architectural and design standards that are appropriate for Downtown Winters. They establish the criteria used by the City in reviewing proposed development, and are intended to encourage high quality design and development, creativity and innovation in Downtown Winters.

Please note that the mandatory development standards contain the words "shall", "must", or "will". Standards that contain the word "should" mean that an action is required unless a determination is made that the intent of the standard is satisfied by other means.

A. Site Design. Siting involves a project's relationship to the property, the street, and adjacent buildings. In the downtown area, buildings should be sited in ways that provide a comfortable and safe environment for pedestrians while accommodating vehicles.



Buildings should meet the front setback lines to create a continuous building street wall

1. Building Siting

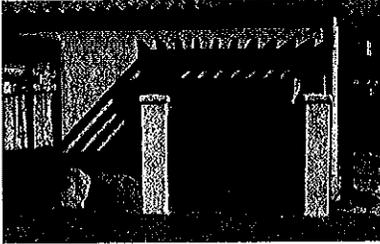
- a. Most of the building "streetwall" should meet the front setback lines, except for special entry features, architectural articulation, and plaza areas or other public spaces.
- b. Residential buildings should be oriented towards the street for safety considerations as well as to encourage social interaction among neighbors.

2. Compatibility with adjacent uses

- a. Commercial uses shall reduce potential nuisances to adjoining residential property by locating trash enclosures, loading areas, and restaurant vents away from residential uses and by proper screening of utilities and equipment.
- b. Commercial uses developed as part of a mixed-use project (with residential units) should not be noise intensive.
- c. A 15 foot minimum landscaped buffer should be provided between a commercial or mixed-use structure and an adjoining residential parcel unless the type of building use calls for a wall to be located along the property line and the wall(s) include a sound-reducing design.

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3. Refuse, Storage, and Equipment Areas



Trash bins and other service areas should be located away from public streets and be screened from view

a. Trash storage must be fully enclosed and incorporated within the main structures or separate freestanding enclosures. Where practical, storage at each unit is preferred over common enclosures. Trash storage cannot be placed under stairways.

b. All trash and garbage bins should be stored in an approved enclosure. Refuse containers and service facilities should be screened from view by solid masonry walls with wood or metal doors. Chainlink fencing with slating is generally discouraged. Use landscaping (shrubs and vines) to screen walls and help deter graffiti.

c. Trash enclosures should allow convenient access for commercial tenants. Siting service areas in a consolidated and controlled environment is encouraged.

d. Trash enclosures should be located away from residential uses to minimize nuisance for the adjacent property owners. The enclosure doors should not interfere with landscaping, pedestrian, or vehicle path of travel.

e. Trash enclosures should be architecturally compatible with the project.

f. Refuse storage areas that are visible from an upper story of adjacent structures should provide an opaque or semi-opaque horizontal cover/screen to reduce unsightly views. The screening should be compatible with the design of adjacent development and shall be approved by the Fire Department.

g. Every public, quasi-public, commercial, or mixed-use development containing two or more units or businesses shall provide at least one publicly accessible on-site trash receptacle.

h. Public trash cans along the street or a paseo may not be located near eating areas.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

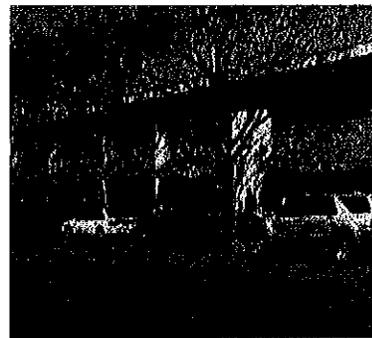


Buildings at street corners should be oriented to both intersecting streets with a building entrance fronting directly onto the corner

B. Architectural Standards. The purpose of the Architectural Standards is to guide improvements, renovations, and future development in Downtown Winters to be consistent with the vision and goals for the area as detailed in this zoning code, and the 2006 Downtown Master Plan. These guidelines describe and illustrate building and landscape designs that are appropriate for Downtown Winters. They establish the criteria used by the City in reviewing proposed development, and are intended to encourage high quality design and development, creativity and innovation.

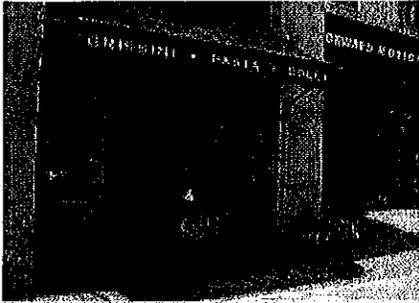
1. General Design Standards

- a. Awnings and overhangs should be used in conjunction with street trees to provide shade for pedestrians.
- b. Any seismic structural upgrading should be conducted in the interior of the building, if possible, unless the structural elements blend into the architecture of the exposed façade. Seismic structural upgrades should not block or alter the original design of storefront windows.



Facades of larger buildings should be divided into pedestrian scaled modules

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN



Primary facades should create a high level of transparency along the street

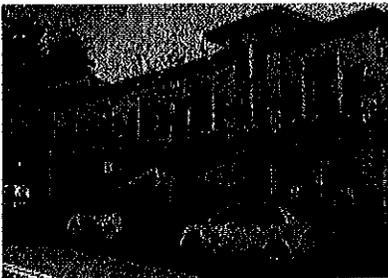
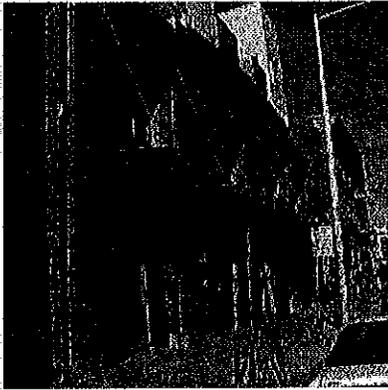
2. Building Height, Form, and Mass

- a. Incorporate elements into the design of large structures which provide a transition to the human scale, particularly at the ground. Such elements may be provided through, but not limited to, covered walkways, building arcades, and trellises.
- b. Create a comfortable and human scale of structures.
- c. Corner buildings should have a strong tie to the front setback lines of each street. Angled building corners or open plazas are encouraged at corner locations.
- d. On sites with multiple structures, buildings should be linked visually and physically. These links can be accomplished through architecture and site planning, such as trellises, colonnades or other open structures combined with landscape and walkway systems.
- e. As a general rule, the scale of building(s) on a site edge should be compatible with the scale of adjoining development. Where surrounding development is of a small scale, large-scale buildings should be located internal to the site and transition down in scale as the outer edge of the site approaches.
- f. No service stations or fast food drive-thrus are allowed in Downtown Winters unless they are pre-existing prior to Code adoption.
- g. Do not place the backs of buildings along a street frontage. Include entrances or public views into the site or building. If the rear of the building must be located along a street because of site constraints, then architectural detailing shall be included that provides the illusion of being a front to the building.
- h. Building mass should be parallel or on axis with adjacent street(s).

3. Facades, Windows, and Doors

- a. Design building entrances as prominent and easily identifiable; also, form a transition between the exterior and interior. Provide building entries with adequate lighting for security. Any building with more than 75 feet of street frontage should have at least one primary entry.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN



Durable materials should be used, particularly at ground level, where they are more visible

b. Building entrances should be designed to protect patrons and employees from the elements.

c. Elements of architecture including window and door placement shall be designed to add variety and interest to the project.

d. Windows shall not be blocked from inside a building due to retail display racks, plywood sheets, posters, et cetera.

e. Additional sunlight should be brought into large developments through the use of atriums and skylights.

f. The use of security grills at windows and doors is highly discouraged. If security grilles are necessary, they shall be placed inside the building, behind the window display area, or otherwise hidden from public view.

g. The physical design of buildings facades should vary at least every 50 linear feet (quarter block). This can be achieved through such techniques as:

- Architectural Division into multiple buildings,
- Break or articulation of the façade,
- Significant change in facade design,
- Placement of window and door openings, or
- Position of awnings and canopies.

h. The design of the project shall be expressed on all exterior elevations of the building.

i. If maintaining a horizontal rhythm or alignment as a result of infill construction is not feasible, the use of canopies, awnings, or other horizontal devices should be included to maintain a (shared) horizontal rhythm.

j. Mullions - "true divided light" windows or sectional windows are recommended where a divided residential window design is desired; "snap-in" grilles or mullions shall not be used.

k. Primary building entrances should be oriented toward the street.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

- i. In no case shall any façade consist of a blank wall.

4. Roofs and Upper Story Details

- a. Roofs should be given design considerations and treatment equal to that of the rest of the building exteriors.
- b. Roofline elements should be developed along all elevations.
- c. Articulate side and rear parapet walls by using height variations, relief elements, and thoughtfully designed scuppers, downspouts, and expansion joints.
- d. Cornice lines of new buildings (a horizontal rhythm element) should transition with buildings on adjacent properties to avoid clashes in building height.
- e. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.
- f. The flat roofs of commercial buildings are encouraged to be used for outdoor lounges and dining areas.
- g. Access to roofs should be restricted to interior access only.

5. Walls and Fences

- a. Walls and fences should be integrated with the overall building and site design, and shall not exceed three feet in height in the front or side yards in order to avoid the appearance of being a "fortress".
- b. The use of chain link, fabric, or concrete block fencing is prohibited.
- c. Fencing shall not obscure the front elevation of the primary structure on the property. Therefore, front yard privacy fences should not be allowed. Structural members of a fence should be turned in to face the property.
- d. The finished side of the fence should be presented to the street. On corner lots, the guidelines apply to the front yard and street side yard of the property.



Undesirable Fencing

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

6. Building Materials and Colors

a. Design projects with durable, low-maintenance, and timeless building materials of the same or higher quality as surrounding developments.

b. Metal seam, clay tile, concrete tile, or a similar grade of roofing material shall be used on all visible pitched roofs.

c. Factory-built, prefabricated, pre-manufactured buildings, portable, and similar structures, while generally discouraged, may be allowed and shall be designed in accordance with these Standards.

d. All building materials shall be properly installed.

e. Horizontal material changes should not occur at external corners, but may occur at interior corners, or at other logical terminations.

f. Reflective materials should not be used to clad a building; however, if reflective materials must be used to protect the integrity of the architectural design, then the material absolutely must not be a nuisance to the occupants of the existing surrounding structures, or a safety hazard to any type of traffic.

g. All abandoned materials including pipes, conduits, wires, and signs shall be removed and sign anchors shall be patched to match adjacent surfaces. Operational pipes, conduits, etc, must be hidden.



Mixed-Use Development

h. Mixed-use commercial developments that contain residential units on the upper levels shall utilize materials with known vibration and sound-reduction qualities in order to minimize noise impacts.

i. Corrugated metal is an acceptable building material as long as it is not visible from a public street. However, it is acceptable for corrugated metal to be visible from an alley.

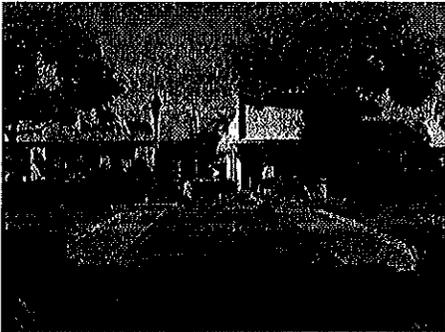
j. Colors should be consistent with a historic small rural town including, but not limited to, shades of brown and dark reds, yellows, and greens. A wide variety of colors should be considered, and accent colors are encouraged.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

In no case shall color be used to deny a project, except that black as a primary building color shall be prohibited due to its severe nature. Brick shall not be painted unless it has been determined by the Community Development Department that the brick has lost its "fire face" and painting is necessary to assist in slowing the degradation of the brick and mortar.

k. Stucco is discouraged for use as a building material unless it exhibits a high quality of workmanship.

7. Hardscape Materials



Pedestrian pathways are distinguished through the use of colored materials.

a. Hardscape materials used in pedestrian-oriented spaces such as plazas, paths and sidewalks shall be attractive, durable, slip-resistant, of high quality, and compatible in color and pattern with a project's design. Surfaces in pedestrian circulation areas shall be constructed from materials that provide a hard, stable surface and that permit maneuverability for people of all abilities.

b. Pedestrian pathways crossing an on-site vehicle drive aisle, loading area, or parking area, shall be made identifiable by the use of an alternative hardscape material such as pavers, patterned, stamped or colored concrete.

c. The primary hardscape materials used for pedestrian spaces shall be high quality poured in place concrete and silver-toned concrete.

8. Franchise/Corporate

a. The scale, design, and materials of franchise/corporate architecture should be consistent with adjacent buildings.

b. The City recognizes the unique development constraints for corporate retailers to accommodate the sales volume and vehicle parking demand of its users. The City encourages creative design solutions for franchise retail development to minimize the "one size fits all" look of corporate architecture.



Provide adequate security lighting for pedestrians

9. Security

a. Create a secure development for both the site and its occupants by minimizing opportunities for crime and undesirable activities through natural surveillance, access control, and activities.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

- b. Locate buildings and windows to maximize visibility of entryways, pathways, and parking lots.
- c. Adequate security and safety lighting for pedestrians from parking spaces to all building entries and exits shall be provided.
- d. Street addresses for commercial, public, or multi-use residential buildings shall be easily visible on the front of the building both during the daytime, and at night.

C. Lighting. In Downtown Winters lighting fixtures within developments should be attractively designed to complement the architecture of the project and surrounding development, and should improve the visual identification and safety of residences and businesses. Additionally, consideration should be given to the effects of light pollution on the environment, as well as energy conservation technologies.

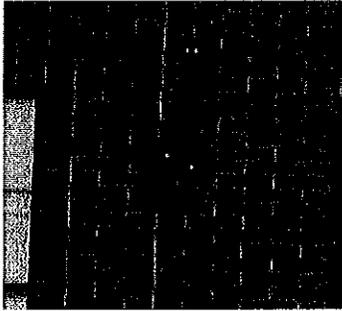
1. General Design Standards



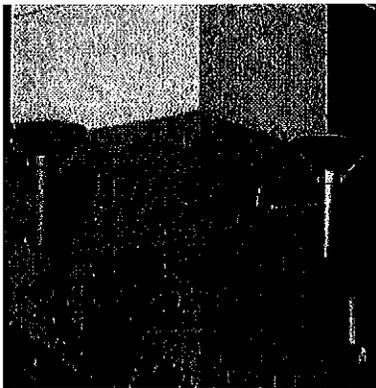
Lighting should provide security and visual interest

- a. Lighting shall provide security and visual interest.
- b. All exterior doors, aisles, passageways and recesses shall be equipped with a lighting device providing a minimum maintained one foot-candle of light at ground level during hours of darkness. Vandal resistant covers should protect lighting devices.
- c. Decorative accent lighting and fixtures above the minimum one foot-candle illumination levels of surrounding parking lots should be provided at vehicle driveways, entry throats, pedestrian paths, plaza areas, and other activity areas.
- d. Exterior lighting shall be sited and installed in a manner to minimize glare and light spillage beyond property lines. Outdoor light fixtures shall be the lowest wattage necessary to accomplish adequate lighting. Lighting shall be downlit, shielded, and directed away from areas not intended to be lit and from the night sky. All light fixtures shall be installed and shielded in such a manner that no visible light is emitted from the fixture at angles above the horizontal plane.
- e. Lighting fixtures should be attractively designed to complement the architecture of the project.
- f. Lighting should improve visual identification of residences and businesses and create an inviting atmosphere for passersby.

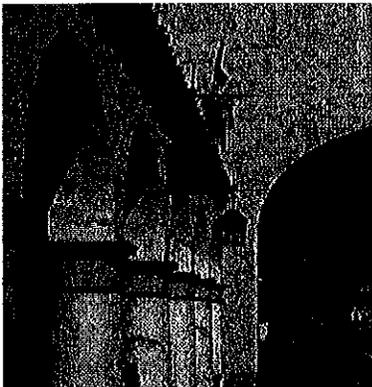
CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN



Lighting directed downward (downlit) with shielding



Wall-mounted lights should be used to the greatest extent possible



Lighting should add drama and character to a building while being consistent with its character

g. Wall mounted lights should be used to the greatest extent possible to minimize the total number of freestanding light standards.

h. Parking lot lighting fixtures should not exceed 35 feet in height. When within 50 feet of residentially zoned properties, fixtures should not exceed 20 feet.

i. Light standards within parking lots should be designed with raised bases to protect them from damage by vehicles.

j. Provide street lighting that is scaled for the pedestrian while still meeting vehicular needs. On local streets and within project sites, fixtures should be primarily oriented towards pedestrian's needs. On major streets, light fixtures serve to both illuminate pedestrian areas and roadways. Consider the location and intended audience when choosing a light fixture for a project. Please see the City of Winters adopted Design Guidelines for more information regarding lighting guidelines.

k. Lighting for a parking lot or structures should be evenly distributed and provide pedestrians and drivers with adequate visibility and safety level at night.

l. Lighting shall be maintained along the pathway of "urban trails" (i.e. those between buildings and in dense areas of the City) at a level sufficient to make the trail and abutting landscaping visible and safer at night while not detracting from the physical and aesthetic aspects of the trail and spilling onto abutting residential uses. Light fixtures should be vandal resistant.

m. The light source used in outdoor lighting should provide a white light for better color representation and to create a more pedestrian friendly-environment.

n. Low pressure sodium lamps are prohibited.

o. Lighting should be consistent with the historic small town character of Winters.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

17.58.080 SPECIAL USE REGULATIONS AND OTHER STANDARDS

The purpose of the following Special Use Regulations is to address concerns and provide standards for the following types of development and issues specific to Downtown Winters. These standards should ensure consistency with the vision and goals defined in this zoning code, and the 2006 Downtown Master Plan by providing guidance to planners, developers, and residents on these unique topics.

A. Live/Work. Live/work units are built spaces that function predominantly as work spaces and secondarily as residences.

Live/work units are permitted in buildings through a conditional use permit which demonstrates compliance with the following standards:

1. The unit must contain a cooking space and bathroom in conformance with applicable building standards.
2. Adequate and clearly defined working space must constitute no less than fifty percent of the gross floor area of the live/work unit. Said working space shall be reserved for and regularly used by one or more persons residing there.
3. At least one residence in each live/work unit shall maintain at all times a valid city business license for a business on the premises.
4. Persons who do not reside in the live/work unit may be employed in a live/work unit when the required parking is provided.
5. Customer and client visits are allowed when the required parking is provided.
6. No portion of a live/work unit may be separately rented or sold as a commercial space for a person or persons not living on the premises, or as a residential space for a person or persons not working on the premises.

B. Newspaper racks. For the purpose of this section, "newspaper rack" is defined as any type of unattended device placed upon or abutting any public right-of-way for the vending, display, or free distribution of, newspapers, news periodicals, or other written materials.

1. Permission to install a newspaper rack requires an Encroachment Permit from the City of Winters.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

2. No person shall place, erect, install, service, stock or maintain any newspaper rack or courtesy bench which obstructs or intrudes upon, in whole or in part, any public right-of-way. A minimum of 4 feet of clear walkway must be maintained.

3. Newspaper racks shall not be located directly in front of a building entrance.

4. Newspaper racks may not be anchored to a light pole, street sign, or other similar street element.

5. Any vendor choosing to distribute free publications in Downtown Winters shall use modular newspaper racks provided and maintained by the City. Individual privately owned free-standing newspaper racks shall **not be permitted for the purpose of distributing free publications.**

C. Public Art. For the purpose of this section, "public art" in Downtown Winters is defined as permanent or temporary works of art in the public realm, whether part of a building or free-standing.

1. Public art shall be incorporated into public plazas, parks, and municipal buildings. Additionally, the incorporation of public art into private development projects is strongly encouraged.

2. Possible types of public art include but are not limited to the following options:

3. Building features and enhancements such as bike racks, gates, benches, water features, or shade screens, which are unique and/or produced in limited editions by a professional artist.

4. Landscape art enhancements such as walkways, bridges, or art features within a garden.

5. Murals or mosaics covering walls, floors, and walkways. Murals may be painted or constructed with a variety of materials, including the use of imbedded and nontraditional materials.

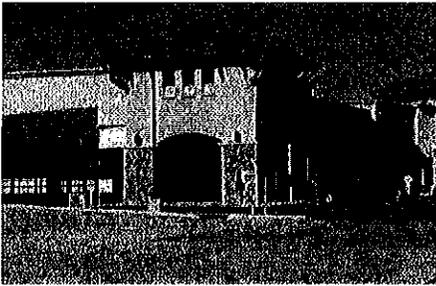
6. Sculptures, which can be freestanding, wall-supported or suspended, kinetic, electronic, and made of durable materials suitable for the site.

7. Fiberwork, neon, or glass artworks, photographs, prints, and any combination of media including sound, film, and video systems, or other interdisciplinary artwork applicable to the site.

8. Community arts projects resulting in tangible artwork, such as community murals, sculptures, or kiosks.

CITY OF WINTERS FORM BASED CODE FOR DOWNTOWN

D. Storefront Vacancy. For the purpose of this section, a “storefront vacancy” in Downtown Winters is defined as a vacant commercial ground floor (street level) space in any otherwise occupied or unoccupied building.



Appropriately maintained storefronts

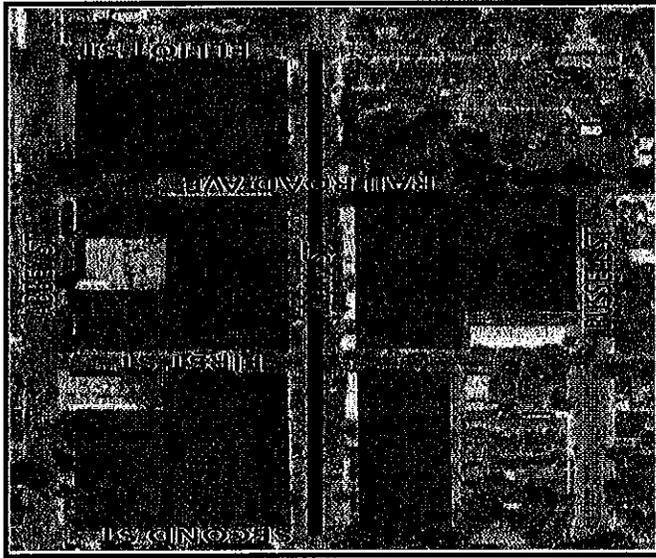
1. Vacant storefronts shall be properly locked and secured to prevent unauthorized trespassing during the period of vacancy.
2. The exterior façade of vacant storefronts shall be maintained by the property owner at the same level of quality as surrounding occupied storefronts and buildings.
3. Property owners of vacant storefronts shall use creative temporary alternative uses of storefront window areas such as using them as a display area for community info, public art by local artists, and merchandise from other stores.
4. Property owners of vacant storefronts shall consult with the City's Economic Development staff regarding possible available tenants.
5. Vacant storefronts shall not be boarded up, or otherwise appear derelict or abandoned.
6. An adequate level of exterior security lighting shall be regularly maintained regardless of storefront occupancy status.

ATTACHMENT B

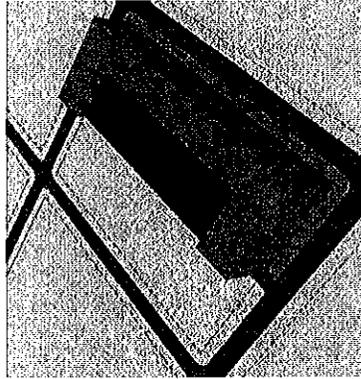
1. MAIN STREET

CITY OF WINTERS - DOWNTOWN CODE

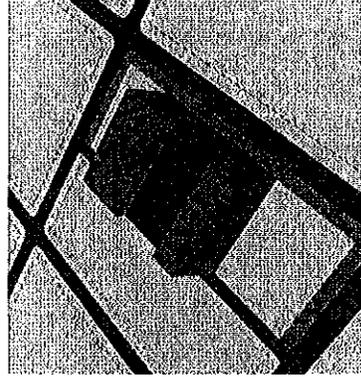
Key Map (see Section 17.58.040)



Allowable Building Types (see Section 17.58.060E for further detail)

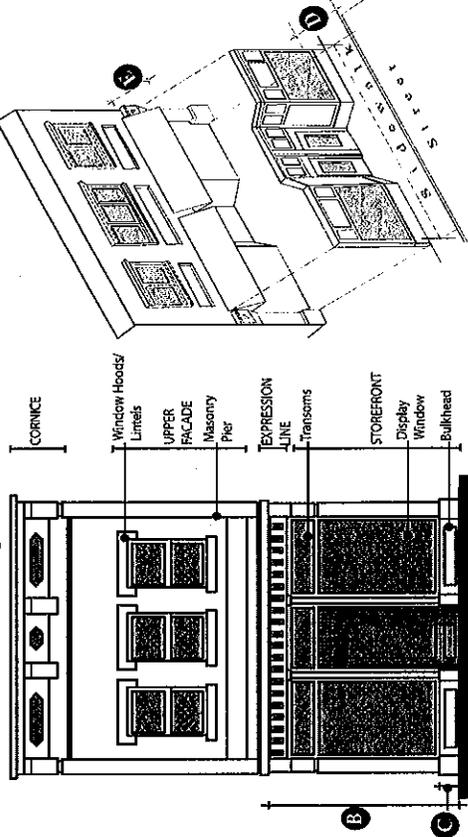


Half-Block Liner



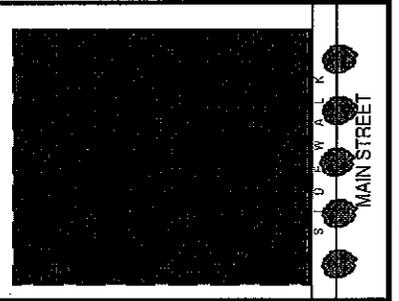
Infill Lot

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	Dimensions
A	Storefront Width 10' - 40'
B	Groundfloor Height 12' - 18'
C	Bulkhead Height 1.5' - 3'
D	Inset of Front Door from "Build-To Line" 3' - 7'
E	Maximum Awning Extension from Building 6'

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line : 0'0"

Minimum Side Yard : 0'0"

Minimum Rear Yard : 0'0"

Maximum Height : 45'0"

Permitted Uses
(see Section 17.58.050 for further detail)

- Retail Commercial
- Home Occupation
- Offices
- Mixed-Use
- Sit-Down Restaurants
- Government/Institutional

Conditionally Permitted Uses
(see Section 17.58.050 for further detail)

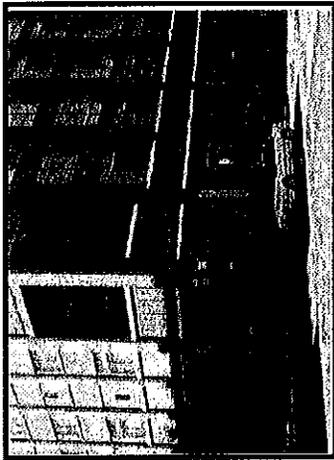
- Commercial Recreation

Maximum Number of Dwelling Units
(see Section 17.58.060 A.3 for further detail)

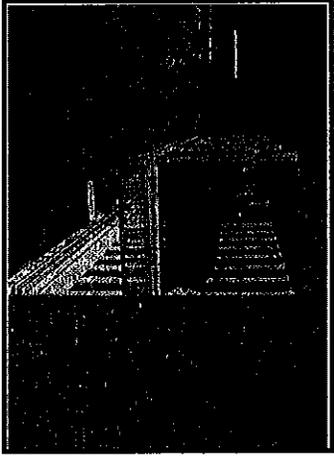
28 dwelling units per acre

1. MAIN STREET CITY OF WINTERS--DOWNTOWNCODE

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade

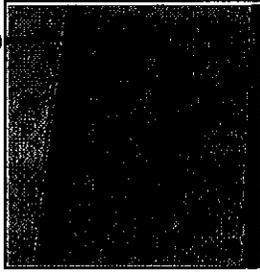


Gallery



Storefront

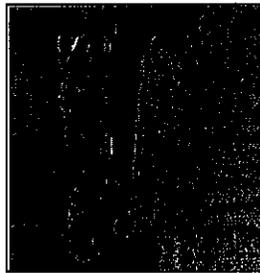
Allowable Sign Types (see Section 17.58.060 H for further detail)



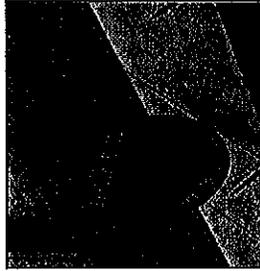
Wall



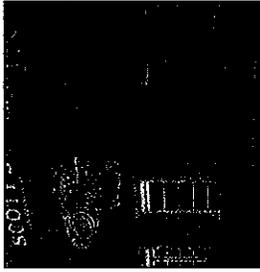
Awning/Canopy



Window



Projecting



Figurative



A-Frame Sidewalk



Directional/
Wayfinding

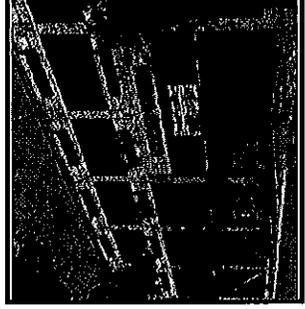
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access

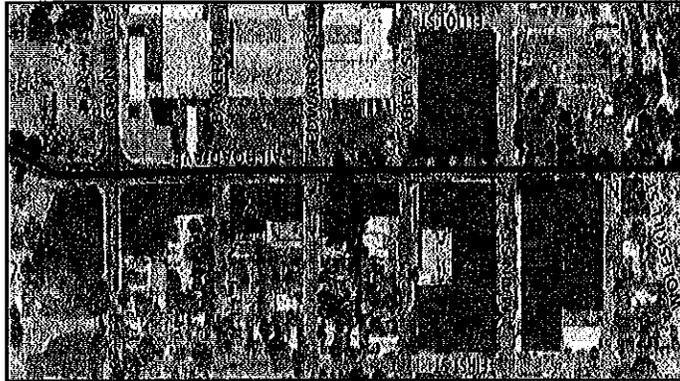


Parking Structure

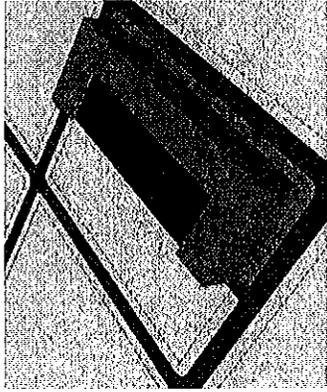
2. RAILROAD AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

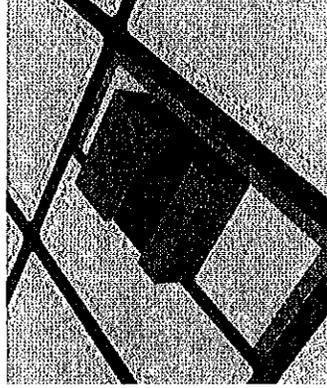
Key Map (see Section 17.58.040)



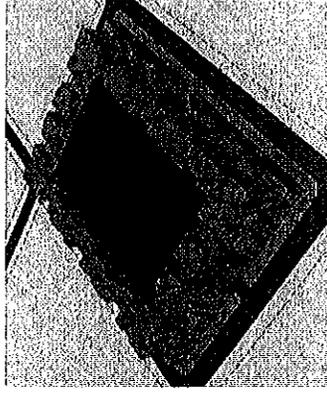
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

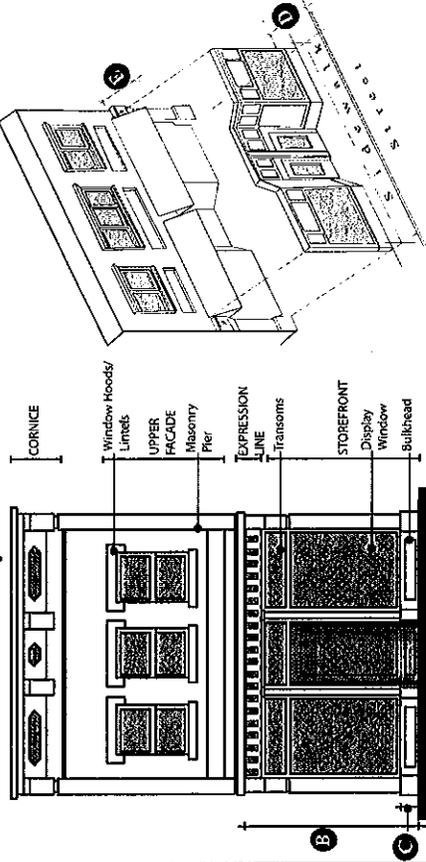


Infill Lot



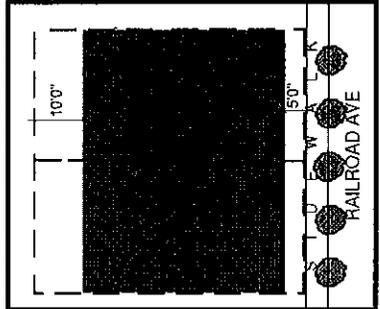
Terraced Lot

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	
A	Storefront Width 20' - 50'
B	Groundfloor Height 12' - 18'
C	Bulkhead Height 1.5' - 3'
D	Inset of Front Door from "Build-To Line" 3' - 7'
E	Maximum Awning Extension from Building 6'

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line : 5'0"

Minimum Side Yard : 0'0"

Minimum Rear Yard : 10'0"

Maximum Height : 45'0"

Permitted Uses
(see Section 17.58.050 for further detail)

- Retail Commercial - Home Occupation
- Offices
- Mixed-Use
- Sit-Down Restaurants
- Multi-Family Residential
- Government/Institutional

Conditionally Permitted Uses
(see Section 17.58.050 for further detail)

- Commercial Recreation

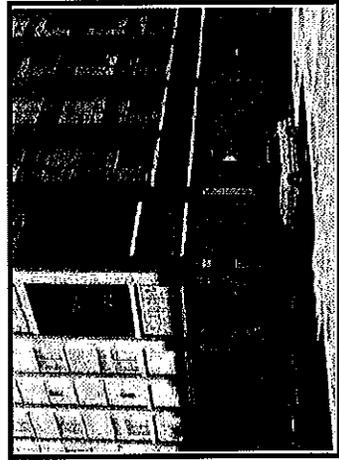
Maximum Number of Dwelling Units
(see Section 17.58.060 A.3 for further detail)

28 dwelling units per acre

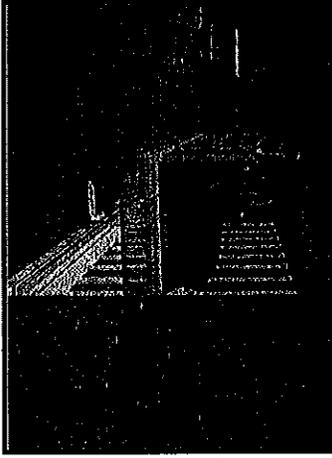
2. RAILROAD AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade

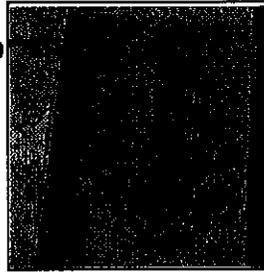


Gallery



Storefront

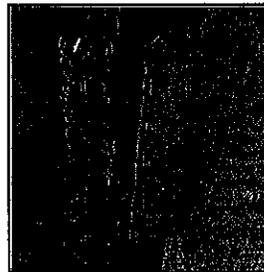
Allowable Sign Types (see Section 17.58.060 H for further detail)



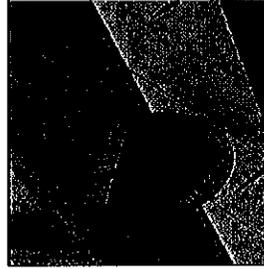
Wall



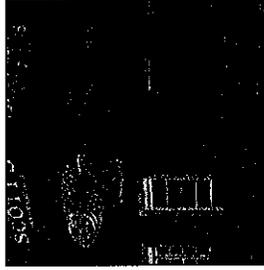
Awning/Canopy



Window



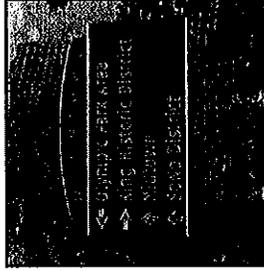
Projecting



Figurative

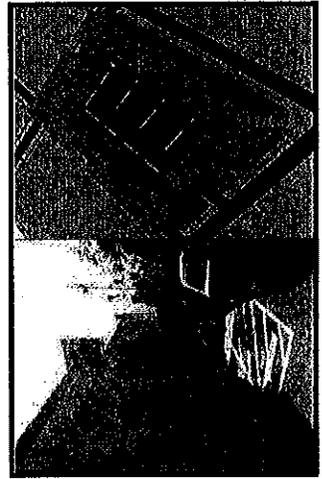


A-Frame Sidewalk

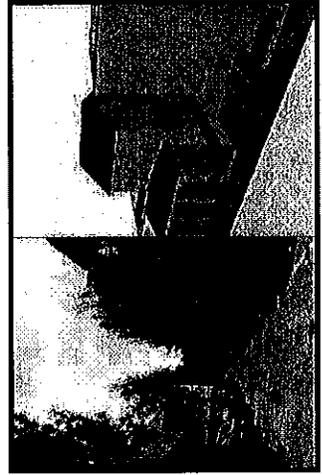


Directional/
Wayfinding

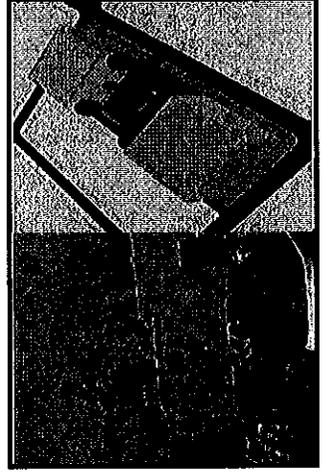
Allowable Parking Types (see Section 17.58.060 G for further detail)



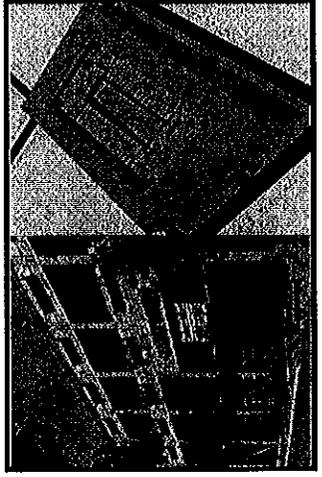
Behind Structure



Alley Access



Next to Structure

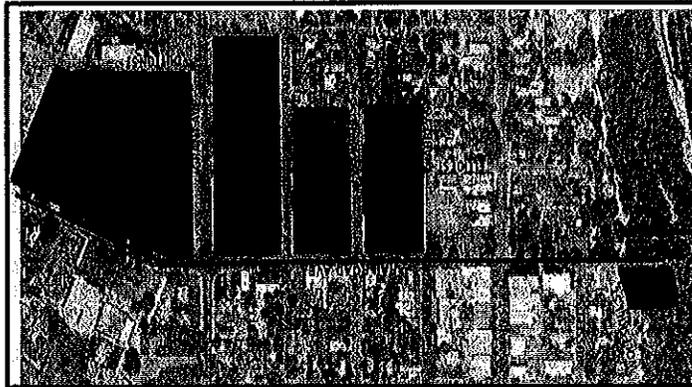


Parking Structure

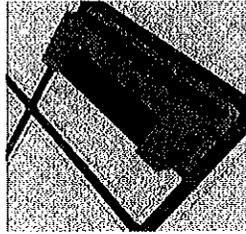
3. RAILROAD AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

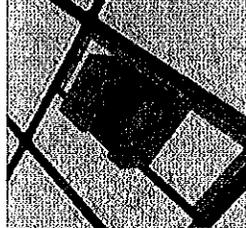
Key Map (see Section 17.58.040)



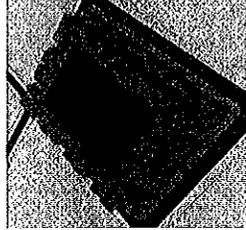
Allowable Building Types (see Section 17.58.060E for further detail)



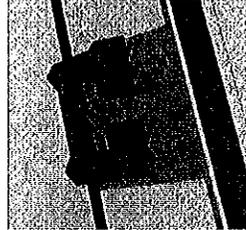
Half-Block Liner



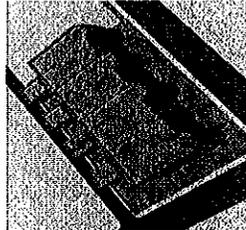
Infill Lot



Terraced Lot

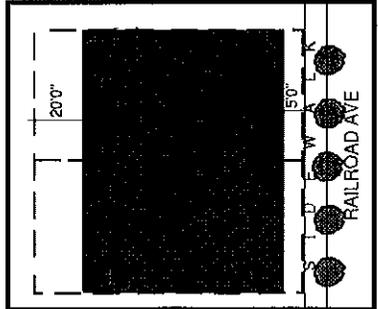


Courtyard Housing



Rowhouse

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



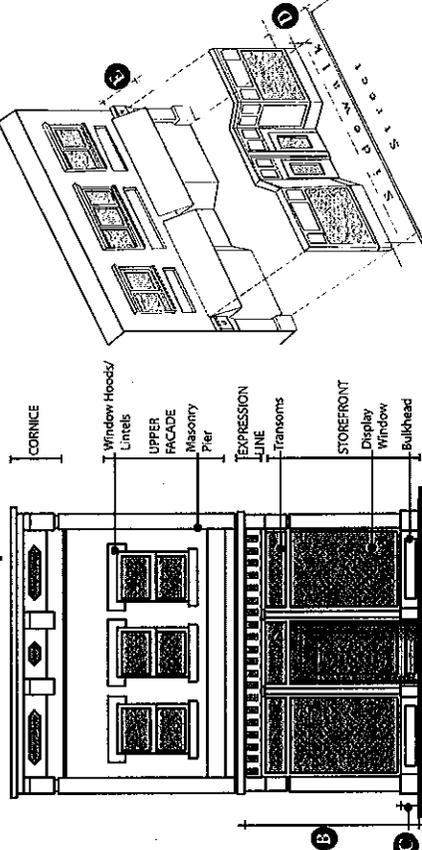
"Build To" Front Line: 5'0"

Minimum Side Yard : 0'0"

Minimum Rear Yard : 20'0"

Maximum Height : 45'0"

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	
A	Storefront Width 20' - 50'
B	Groundfloor Height 12' - 18'
C	Bulkhead Height 1.5' - 3'
D	Inset of Front Door from "Build-To Line"
E	Maximum Awning Extension from Building 6'

Permitted Uses
(see Section 17.58.050 for further detail)

- Retail Commercial
- Offices
- Mixed-Use
- Multi-Family Residential
- Neighborhood Commercial
- Government/Institutional

Conditionally Permitted Uses
(see Section 17.58.050 for further detail)

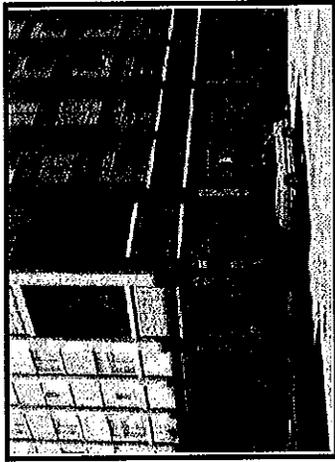
- Commercial Recreation
- Sit-Down Restaurants

Maximum Number of Dwelling Units
(see Section 17.58.060 A,3 for further detail)

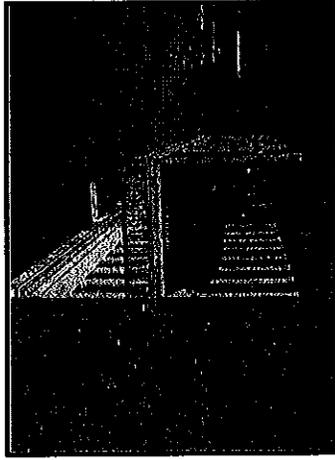
28 dwelling units per acre

3. RAILROAD AVENUE (D-B) CITY OF WINTERS - DOWNTOWN CODE

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



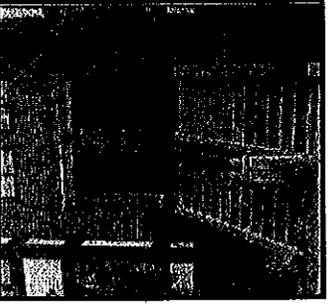
Arcade



Gallery

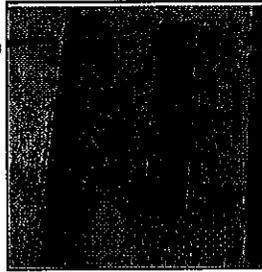


Storefront



Stoop

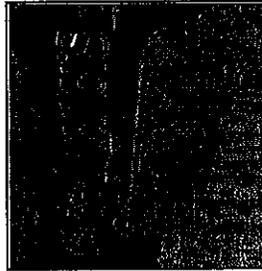
Allowable Sign Types (see Section 17.58.060 H for further detail)



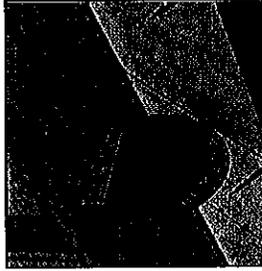
Wall



Awning/Canopy



Window



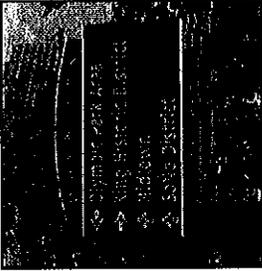
Projecting



Figurative



A-Frame Sidewalk



Directional/
Wayfinding

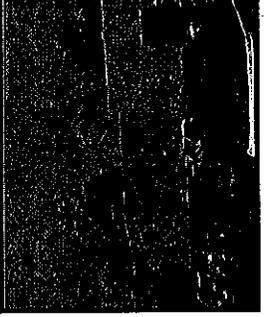
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Next to Structure

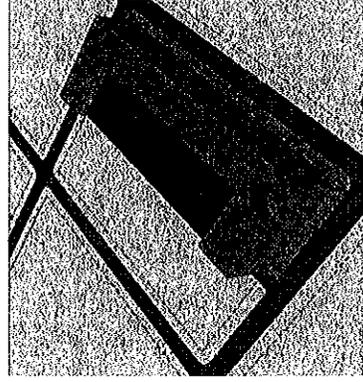
4. GRANT AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

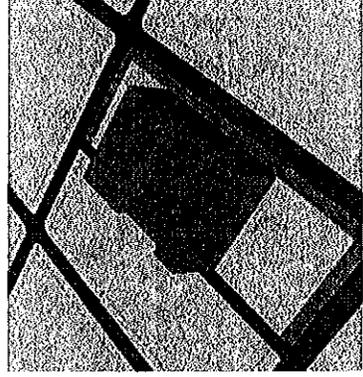
Key Map (see Section 17.58.040)



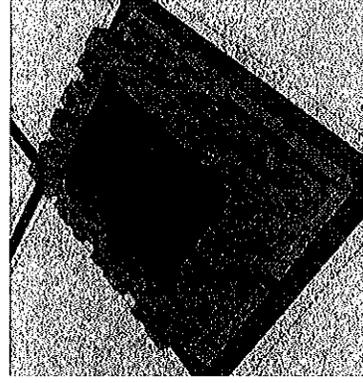
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

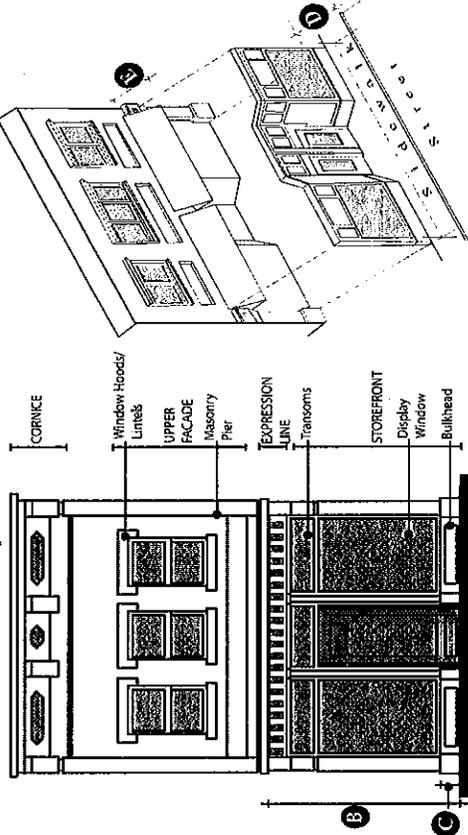


Infill Lot



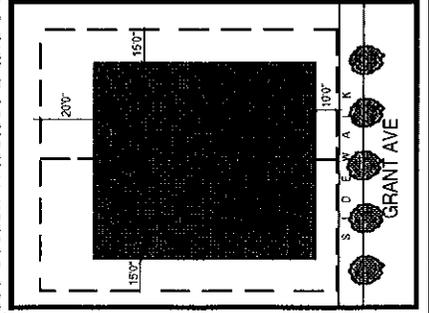
Terraced Lot

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	Dimensions
A	Storefront Width: 20' - 50'
B	Groundfloor Height: 12' - 20'
C	Bulkhead Height: 0' - 4'
D	Inset of Front Door from "Build-To Line": 2' - 5'
E	Maximum Awning Extension from Building: 6'

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line: 10' 0"

Minimum Side Yard: 15' 0"

Minimum Rear Yard: 20' 0"

Maximum Height: 45' 0"

Permitted Uses

(see Section 17.58.050 for further detail)

- Retail Commercial
- Offices
- Commercial Recreation
- Sit-Down Restaurants
- Government/Institutional
- Home Occupation

Conditionally Permitted Uses

(see Section 17.58.050 for further detail)

Maximum Number of Dwelling Units

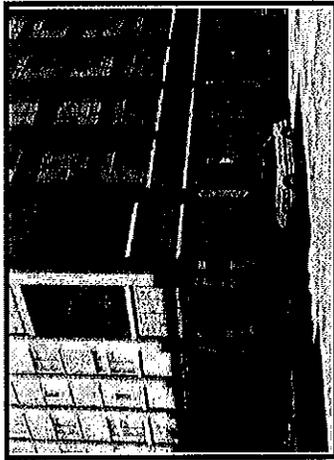
(see Section 17.58.060 A.3 for further detail)

28 dwelling units per acre

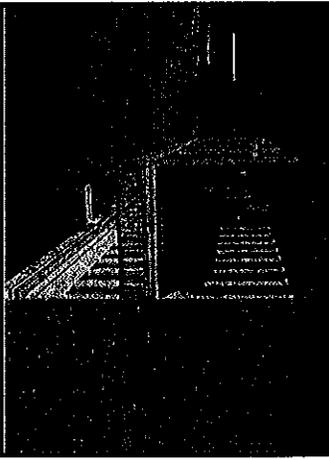
4. GRANT AVENUE (D-A)

CITY OF WINTERS – DOWNTOWN CODE

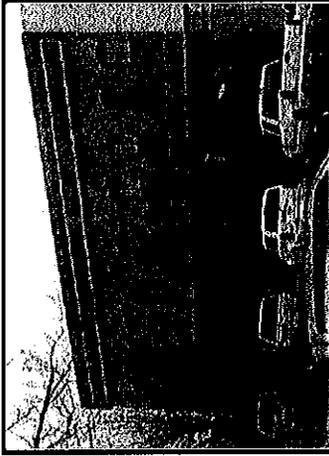
Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade

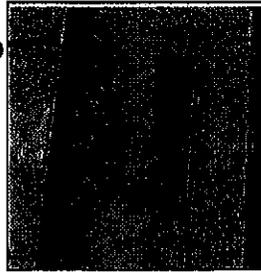


Gallery



Storefront

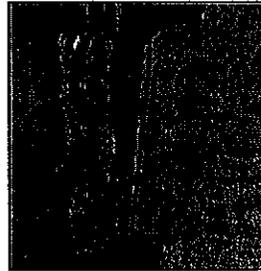
Allowable Sign Types (see Section 17.58.060 H for further detail)



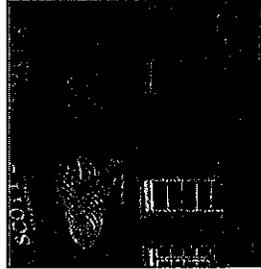
Wall



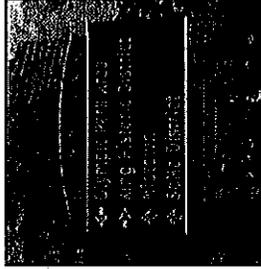
Awning/Canopy



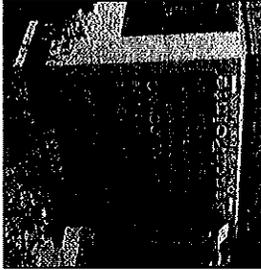
Window



Figurative



Directional/
Wayfinding

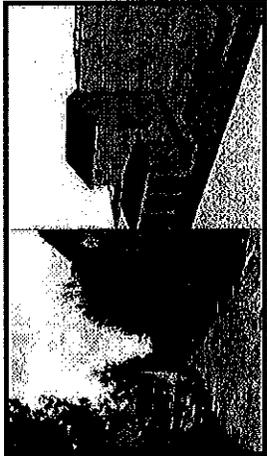


Monument with conditions

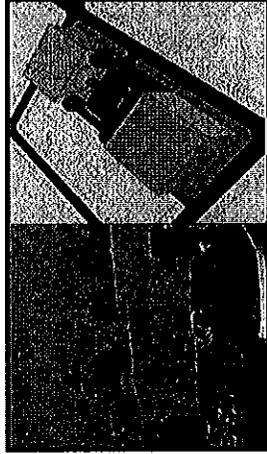
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Next to Structure

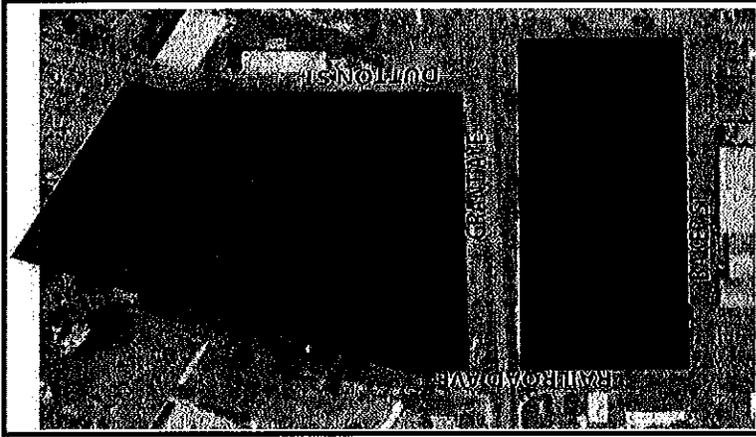


Tucked-nder

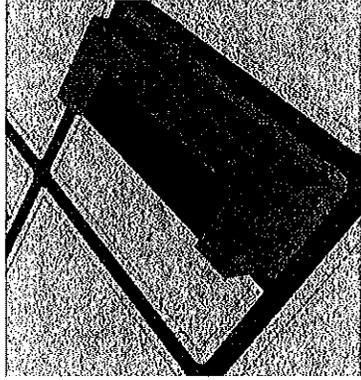
5. GRANT AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

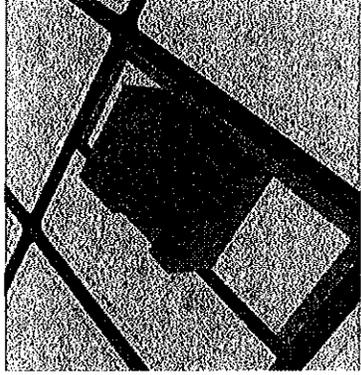
Key Map (see Section 17.58.040)



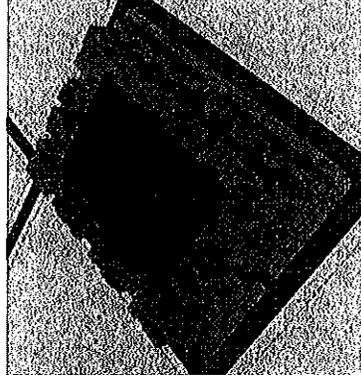
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

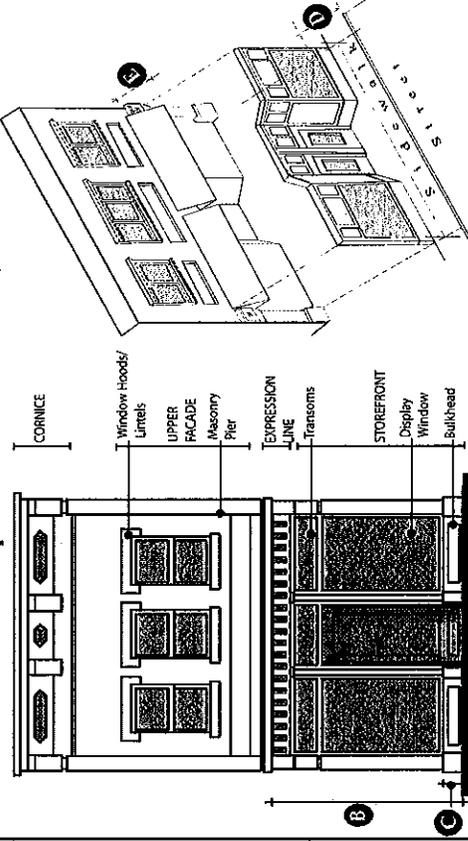


Infill Lot



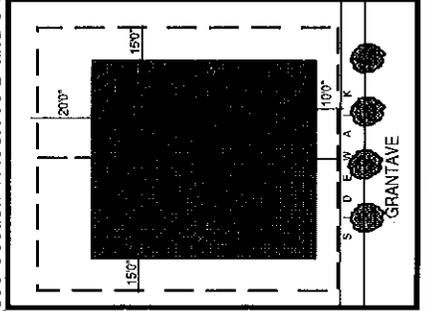
Terraced Lot

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	
A	Storefront Width 20' - 60'
B	Groundfloor Height 12' - 20'
C	Bulkhead Height 0' - 4'
D	Inset of Front Door from "Build-To Line" 2'-5"
E	Maximum Awning Extension from Building 6'

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line : 10'0"

Minimum Side Yard : 15'0"

Minimum Rear Yard : 20'0"

Maximum Height : 45'0"

Permitted Uses

(see Section 17.58.050 for further detail)

- Retail Commercial
- Offices
- Mixed-Use
- Government/Institutional
- Home Occupation

Conditionally Permitted Uses

(see Section 17.58.050 for further detail)

- Commercial Recreation
- Sit-Down Restaurants
- Live/Work Space

Maximum Number of Dwelling Units

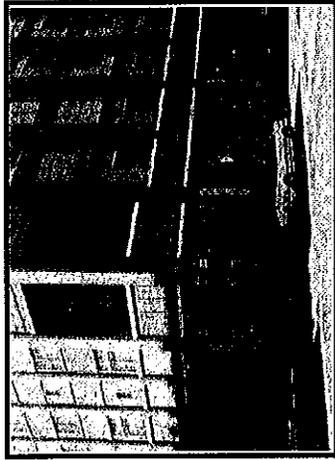
(see Section 17.58.060 A.3 for further detail)

28 dwelling units per acre

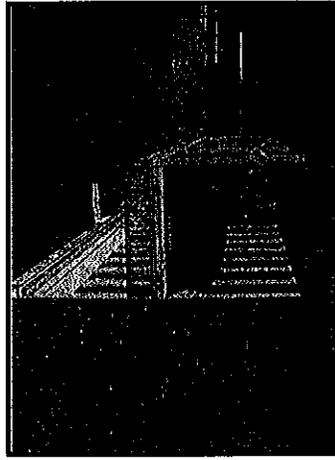
5. GRANT AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



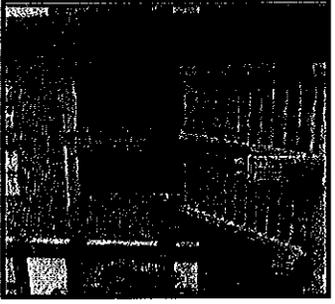
Arcade



Gallery

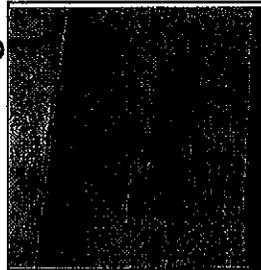


Storefront

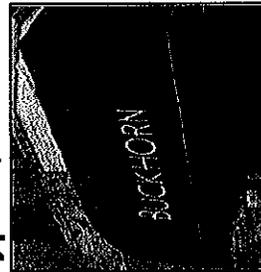


Stoop

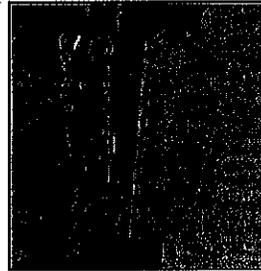
Allowable Sign Types (see Section 17.58.060 H for further detail)



Wall



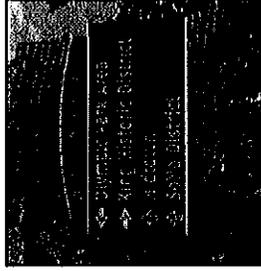
Awning/Canopy



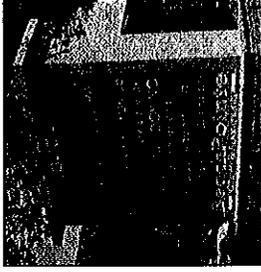
Window



Figurative



Directional/
Wayfinding



Monument with conditions

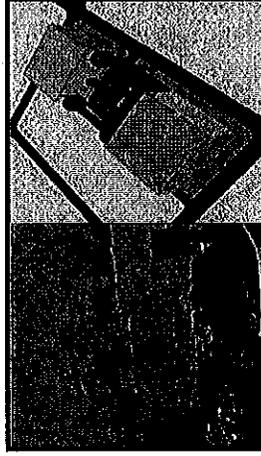
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Next to Structure

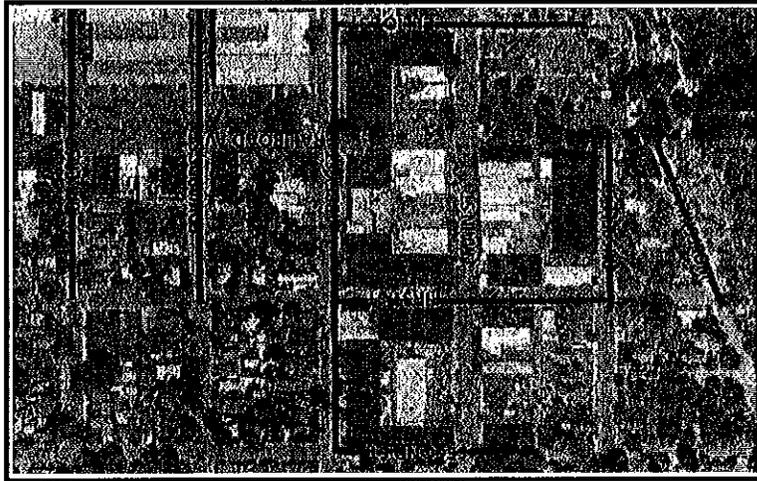


Tucked-nder

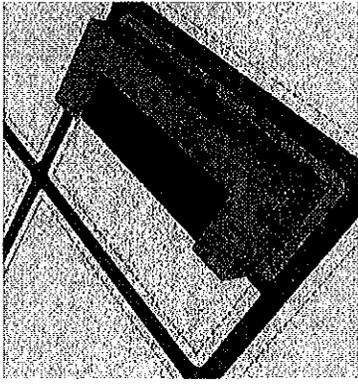
6. SECONDARY STREET (D-A)

CITY OF WINTERS - DOWNTOWN CODE

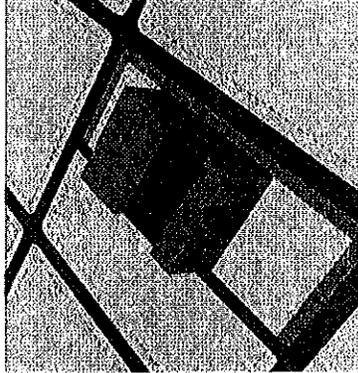
Key Map (see Section 17.58.040)



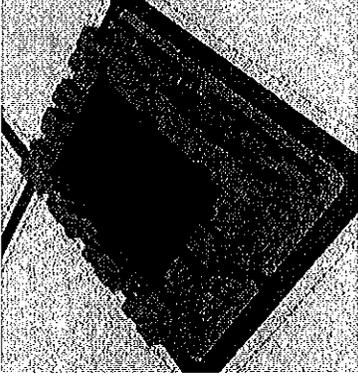
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

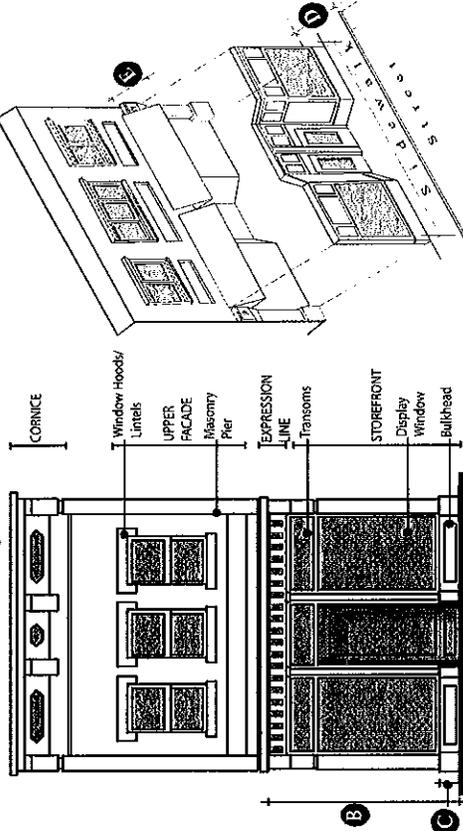


Infill Lot



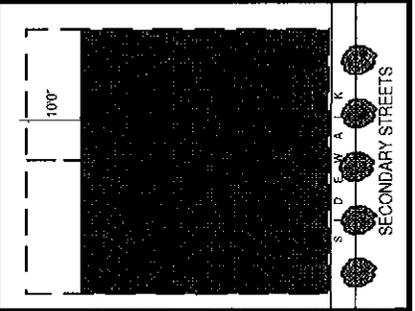
Terrace Lot

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	
A	Storefront Width 15' - 35'
B	Groundfloor Height 10' - 15'
C	Bulkhead Height 1.5' - 3'
D	Inset of Front Door from "Build-To Line" 2'-6"
E	Maximum Awning Extension from Building 4'

Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line: 0'0"

Minimum Side Yard: 0'0"

Minimum Rear Yard: 10'0"

Maximum Height: 35'0"

Permitted Uses
(see Section 17.58.050 for further detail)

- Retail Commercial
- Offices
- Mixed-Use
- Multi-Family Residential (as part of mixed-use)
- Government/Institutional
- Home Occupation

Conditionally Permitted Uses
(see Section 17.58.050 for further detail)

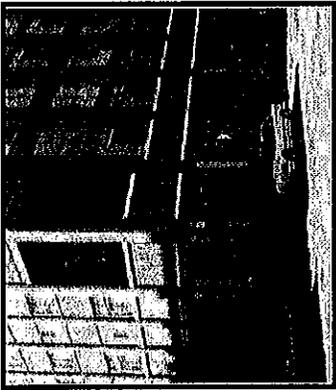
- Sit-Down Restaurants
- Live/Work Space

Maximum Number of Dwelling Units
(see Section 17.58.060 A.3 for further detail)

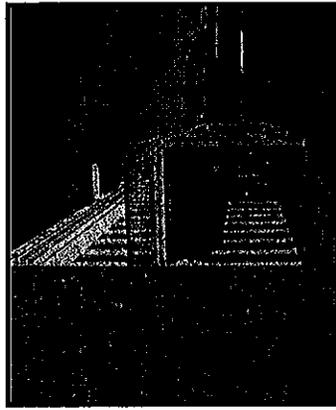
28 dwelling units per acre

6. SECONDARY STREET CITY OF WINTERS - DOWNTOWN CODE (D-A)

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade



Gallery



Storefront

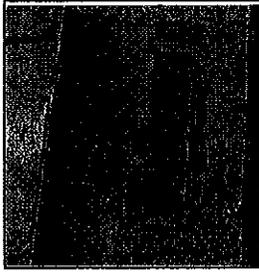


Stoop



Door and Terrace

Allowable Sign Types (see Section 17.58.060 H for further detail)



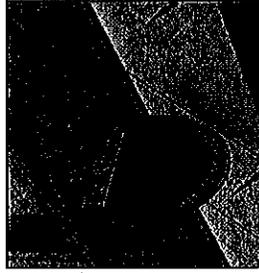
Wall



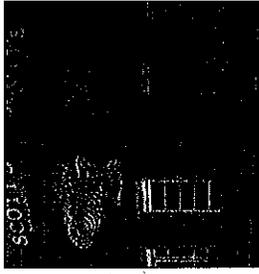
Awning/Canopy



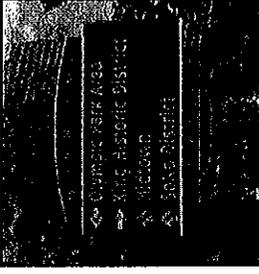
Window



Projecting



Figurative



Directional/
Wayfinding

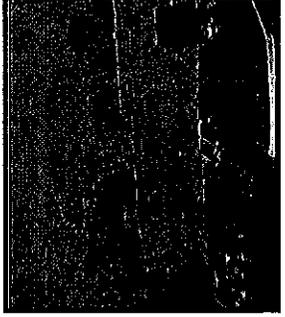
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



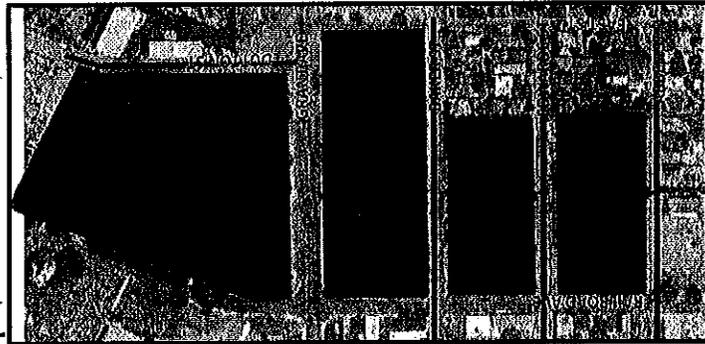
Alley Access



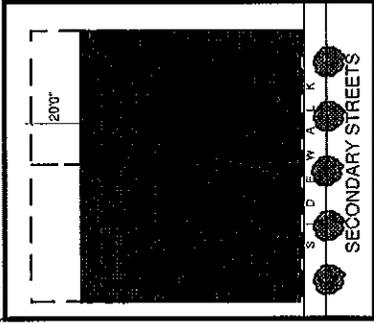
Next to Structure

7. SECONDARY STREET (D-B)

Key Map (see Section 17.58.040)



Building Placement, Height and Setbacks
(see Section 17.58.060 B and C for further detail)



"Build To" Front Line: 0'0"

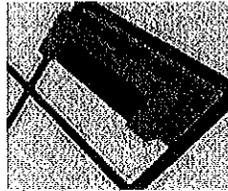
Minimum Side Yard : 0'0"

Minimum Rear Yard : 20'0"

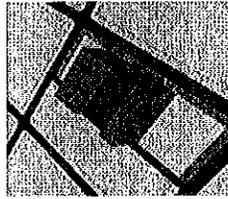
Maximum Height : 35'0"

CITY OF WINTERS - DOWNTOWN CODE

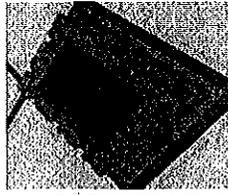
Allowable Building Types (see Section 17.58.060E for further detail)



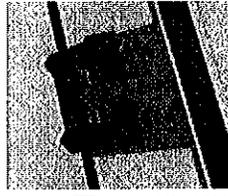
Half-Block Liner



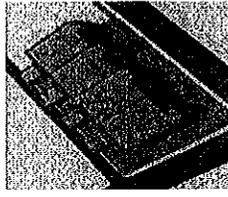
Infill Lot



Terraced Lot



Courtyard Housing

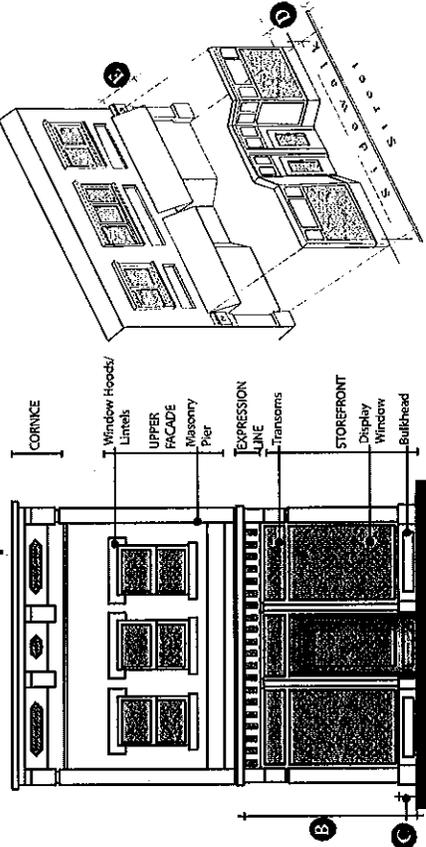


RowHouse



Front-Yard Housing

Storefront Development Standards (see Section 17.58.060 F for further detail)



Storefront Standards	
A	Storefront Width 15' - 35'
B	Groundfloor Height 10' - 15'
C	Bulkhead Height 1.5' - 3'
D	Inset of Front Door from "Build-To Line" 2'-6"
E	Maximum Awning Extension from Building 4'

Permitted Uses
(see Section 17.58.050 for further detail)

- Detached SF Residential
- Attached SF Residential
- Multi-family Residential
- Neighborhood Commercial
- Home Occupation

Conditionally Permitted Uses
(see Section 17.58.050 for further detail)

- Offices
- Mixed-Use
- Government/Institutional
- Live/Work Space

Maximum Number of Dwelling Units
(see Section 17.58.060 A.3 for further detail)

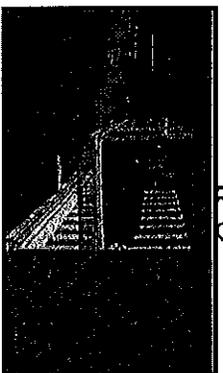
28 dwelling units per acre

7. SECONDARY STREET CITY OF WINTERS - DOWNTOWN CODE (D-B)

Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade



Gallery



Storefront



Stoop

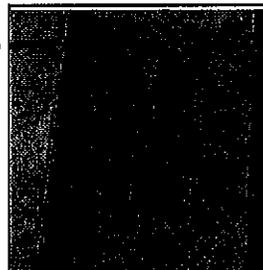


Neighborhood



Porch

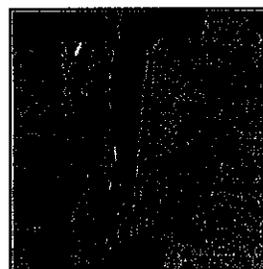
Allowable Sign Types (see Section 17.58.060 H for further detail)



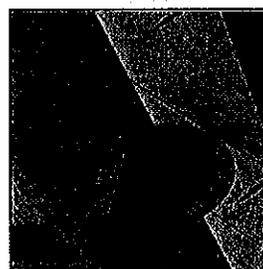
Wall



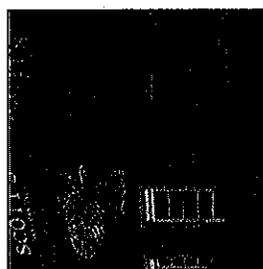
Awning/Canopy



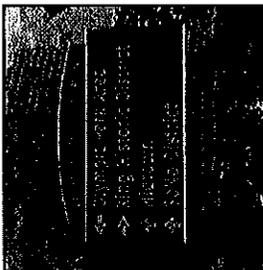
Window



Projecting



Figurative



Directional/
Wayfinding

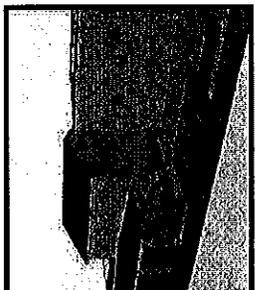
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Tucked-under

ATTACHMENT C



NEGATIVE DECLARATION

Pursuant to Title 14, Chapter 3, Sections 15070 and 15071 of the California Code of Regulations, the **City of Winters** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Yolo County, State of California, this Negative Declaration for the Project, described as follows:

PROJECT TITLE: Form Based Code for Downtown Winters

PROJECT DESCRIPTION: The project is the adoption and implementation of the Form Based Code for Downtown Winters including the following:

- 1) General Plan Amendment to delineate a portion of the Central Business District as the Downtown Master Plan Area and a portion of that as the Downtown Form Based Code Area. The Downtown Master Plan was adopted by the City in 2006.
- 2) Amend General Plan Central Business District designation to eliminate Floor Area Ratios within the Downtown Form Based Code Area.
- 3) Amend General Plan policies to provide for mixed use and allow Bed and Breakfast inns as a permitted use within the Downtown Form Based Code Area.
- 4) Amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown as Chapter 17.58
- 5) Rezone project area from C-2 to the following zones:
 - Main Street DA
 - Railroad Avenue DA
 - Railroad Avenue DB
 - Grant Avenue DA
 - Grant Avenue DB
 - Secondary Street DA
 - Secondary Street DA

PROJECT LOCATION: Downtown Winters - Main Street from Second Street to Elliott Street and Railroad Avenue from Wolfskill Street to just north of Anderson Avenue and includes portions of Grant Avenue, Abbey, East Abbey, East Edward, East Baker, and Wolfskill Streets. It encompasses approximately 33.5 acres.

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Winters, City Council

CONTACT PERSON: Kate Kelly, Contract Planner, (530) 902-1615; Nellie Dyer, Community Development Director (530) 795-4910 ext 114

NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT: City of Winters

NEGATIVE DECLARATION: The City of Winters has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study will not have any significant effects on the environment. As a result thereof, the preparation of an environmental impact report pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required. The attached Environmental Checklist/Initial Study has been prepared by the City of Winters in support of this Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at the Community Development Department, Winters City Hall, 318 First Street, Winters, California, 95694. Documents are also available at:

http://cityofwinters.org/community_dev/community_reports.htm

MITIGATION MEASURES: Mitigation measures have not been identified for the project.



Kate Kelly, Contract Planner
City of Winters

December 18, 2008

ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

Project Title: **Form Based Code for Downtown Winters** is comprised of the adoption and implementation of the following:

- 1) General Plan Amendment to delineate a portion of the Central Business District as the Downtown Master Plan Area and a portion of that as the Downtown Form Based Code Area. The Downtown Master Plan was adopted by the City in 2006.
- 2) Amend General Plan Central Business District designation to eliminate Floor Area Ratios within the Downtown Form Based Code Area.
- 3) Amend General Plan policies to provide for mixed use and allow Bed and Breakfast inns as a permitted use within the Downtown Form Based Code Area.
- 4) Amendment of the City of Winters Municipal Code to include the Form Based Code for Downtown as Chapter 17.58
- 5) Rezone project area from C-2 to the following zones:
 - Main Street DA
 - Railroad Avenue DA
 - Railroad Avenue DB
 - Grant Avenue DA
 - Grant Avenue DB
 - Secondary Street DA
 - Secondary Street DA

Lead Agency: City of Winters
Community Development Department
318 First Street
Winters, CA 95694

Lead Agency Contact: Nellie Dyer, Community Development Director
(530) 795-4910 x114

Kate Kelly, Contract Planning Manager
(530) 902-1615

Project Location: The Form Based Code for Downtown project area boundaries are located within the Central Business District (Figure 1) of downtown Winters. The area, as depicted on Figure 17.58.1, covers Main Street from Second Street to Elliott Street and Railroad Avenue from Wolfskill Street to just north of Anderson Avenue and includes portions of Grant Avenue, Abbey, East Abbey, East Edward, East Baker, and Wolfskill Streets. It encompasses approximately 33.5 acres.

Project Sponsor: City of Winters
318 First Street
Winters, CA 95694

General Plan Designation(s): Central Business District (CBD)

Zoning: Central Business District (C-2)

Existing Conditions:

Surrounding land uses include:

- North – Commercial and Single Family Residential
- West – Single Family Residential and Public/Quasi Public
- East – Single Family Residential and Commercial
- South – Single Family Residential, Public/Quasi Public, and Putah Creek

The commercial core of Winters was established in the 1870's and slowly expanded to its current size by the 1940's. Existing uses include retail and neighborhood commercial, restaurants, bars, art galleries, office, mixed uses, medical services, single and multifamily residential, live music venue, agri-processing, financial services, lodging, governmental offices, personal services, childcare, city park, gas stations and auto repair.

Background: The City of Winters General Plan call for a Central Business District Plan (Implementation Program I.6). In March 2006, after a lengthy public process, the City adopted the Downtown Master Plan, which provides the vision for the development and redevelopment of the downtown core of Winters. The Downtown Master Plan focuses on:

- concentrating specialty commercial businesses in the downtown core
- supporting infill development along Railroad Avenue
- improving the Railroad Avenue streetscape
- creating an attractive north gateway to the downtown
- establishing downtown-oriented parking policies
- retaining downtown's historic building character
- improving the Rotary Park/Downtown Green and expanding the Putah Creek Nature Park

The Downtown Master Plan identified several tools for fulfilling the vision in the Plan. One of those tools is the creation, adoption and use of a Form Based Code for the Downtown Master Plan Area.

Cities use Form Based Codes to control the look and type of buildings, streets, landscaping and building details like signs, awnings, and storefronts to create and maintain an interesting, attractive and livable town. Standards for land use, density, setbacks, and design are set-out in a consolidated, graphical format that can be used easily by landowners, applicants, business owners, and City staff and officials.

Project History: Based upon the vision promulgated by the Downtown Master Plan, the City began preparation of a Form Based Code which:

- preserves and protects the historic character of Winters' downtown core
- provides for uses which will vitalize the downtown business district
- creates a visually appealing, pedestrian oriented downtown
- promotes environmentally progressive development standards
- fosters infill development
- provides a user-friendly zoning document
- provides certainty in the design review process
- simplifies and streamlines the entitlement process

To kick-off the process, the City and consultants held two informational workshops on Form Based Codes in late January 2008 for those interested in our downtown. The workshops provided an overview of Form Based Codes and opportunity for community members to provide ideas and input on a Code for our downtown. Based on the City's goals for a Code and the feedback received at the January workshops, the consultants and staff prepared a draft Code for a portion of the Downtown Master Plan Area known as the Form Based Code for Downtown.

The draft Form Based Code for Downtown was introduced to the Winters community at a workshop on July 2, 2008 which nearly two dozen community members attended. A CD of the draft Form Based Code for Downtown as well the At-A-Glance sheets was distributed to those in attendance. The draft Form Based Code for Downtown and At-A-Glance sheets are also posted on the City's website and staff sent an email blast with links to the Code to the downtown email list and members of the Winters Chamber of Commerce. Staff also did a brief presentation on the Code at the Chamber's July 11, 2008 meeting.

On July 29, 2008 a joint Planning Commission and City Council workshop were held to receive public comment on the draft and so the Commission and Council could provide feedback and direction to staff and the consultants. Based on the results and direction from the workshop the draft was finalized for the purposes of CEQA analysis and the adoption process.

Previous Relevant Environmental Analysis:

The 1992 General Plan was the subject of a certified Environmental Impact Report that examined the environmental impacts associated with adoption of the General Plan. On

May 19, 1992 the City Council adopted Resolution No. 92-13 certifying the two-volume EIR (SCH#91073080) prepared for the City General Plan and adopting the City General Plan. The General Plan EIR assumed a Central Business District as shown in Figure 4 (revised, page E&R-52, FEIR, May 8, 1992). The Central Business District remains the same today and the assumed land uses have not changed from those used for the EIR analysis. The EIR is on file at the City of Winters Community Development Department.

Description of the Project:

Draft Form Based Code for Downtown: The purpose of the Form Based Code for Downtown is to establish unique allowed use and development standards for the Downtown Form Based Code Area. It is the intent of these standards to help preserve and protect the existing historic and unique character of the Downtown by requiring new construction, remodels and existing uses to complement the character and sense of place found in the historic downtown core. Additionally, the application of these standards will ensure that the Downtown will continue to be the pedestrian-orientated shopping, dining, entertainment, and community center of the greater Winters area.

The Form Based Code for Downtown (Attachment 1) would apply to the area shown as DA and DB in the Regulating Plan (Figure 17.58-1, page 11 of the Form Based Code) which is situated along Main Street (from Second to Elliot) and Railroad Avenue (from Wolfskill Street to Anderson Avenue) and includes portions of Abbey, East Abbey, East Edward, East Baker, and Wolfskill Streets. It encompasses approximately 33.5 acres including the historic commercial downtown core.

It anticipated that the Form Based Code for Downtown would be adopted via a General Plan Amendment and a rezone of a portion of the Central Business District. The General Plan Amendment would delineate the area of the Central Business District which is covered by the previously adopted Downtown Master Plan and designate a portion of the Central Business District's Downtown Master Plan Area as the Downtown Form Based Code Area. The General Plan Amendment would include provisions of the Form Based Code for Downtown allowing for mixed use, Bed and Breakfast inns as a permitted use, and elimination of Floor Area Ratios (FARs) within the Downtown Form Based Code Area. The rezone would change the C2 zoning within the project area to street specific D-A and D-B zones as shown in the Regulating Plan and defined in the proposed Form Based Code for Downtown.

The proposed draft Form Based Code for Downtown would be incorporated into the City Zoning Ordinance as Chapter 17.58 and would become the Zoning Code for the Downtown Form Based Code Area. The City's Zoning Map would also be revised to incorporate the Regulating Plan shown in Figure 17.58-1 of the Form Based Code for Downtown. There are a total of 65+/- acres of Central Business District/C2 in Winters. The adoption of proposed 33.5 acre Downtown Form Based Code Area would re-designate 50.8 percent of the Central Business District/C2 area of Winters.

The proposed Form Based Code for Downtown is comprised of eight sections which provide:

- regulating plan which functions as a zoning map
- definitions
- street typologies
- allowed use regulations
- development standards including parking, signage and landscaping
- architectural and design standards
- special use regulations

The proposed Form Based Code for Downtown does not provide new land uses in the project area. Instead it refines those currently allowed and provides a regulatory framework to create and maintain a visually appealing, pedestrian orientated historic downtown which is vitalized and sustainable. Intensive commercial uses such as service stations and auto repair are not permitted uses under the proposed Form Based Code for Downtown and retail commercial uses would not be permitted in the secondary areas of the projects area as shown on the Regulating Plan (Exhibit A) and Permitted Uses (Table 17.58-2).

The proposed Form Based Code for Downtown provides design guidelines and requirements to ensure that new/infill development, substantive remodels and ancillary uses will be compatible with the existing historic character of the downtown.

A series of At-A-Glance sheets is included to graphically consolidate the most routinely needed information on uses, development standards and signage. The intent is for the Form Based Code for Downtown to be user friendly and to simplify and streamline the development process in the Downtown Form Based Code Area.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement): None.

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, City of Winters Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

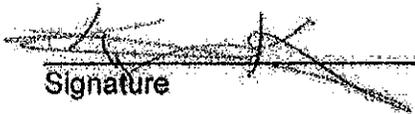
The environmental factors checked below potentially would be significantly affected by this project, as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance
- None Identified

DETERMINATION:

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis described in the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project. Nothing further is required.


Signature

Kate Kelly, Contract Planner
Printed Name

December 18, 2008
Date

City of Winters
Community Development Department
Lead Agency

ENVIRONMENTAL CHECKLIST

Introduction

Following is the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant Unless Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less than significant level.

Less Than Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

Instructions

1. A brief evaluation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, potentially significant unless mitigation is incorporated, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Potentially Significant Unless Mitigation Incorporated" means "Less Than Significant With Mitigation Incorporated". It applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
5. Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used – Identify and state where available for review.
 - b. Impacts Adequately Addressed – Identify which effects from the above checklist were within the scope of and adequately addressed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures – For effects that are "Potentially Significant Unless Mitigation Incorporated" describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources in the form of a source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue area should identify: a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measures identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion

- a. ***No Impact.*** The proposed project would provide design guidelines which are expected to preserve the existing scenic character of the downtown and surrounding vistas. The maximum height limit would remain at 45 feet. The Downtown Form Based Code Area is planned for urban development and existing residential, commercial, and municipal development surrounds the area. For these reasons, the proposed project would not substantially or adversely affect views of a scenic vista.
- b. ***No Impact.*** The project area does not contain any protected scenic resources. The roadways are not listed or designated as a "scenic highway" and are not designated as scenic resources by the General Plan.
- c. ***No Impact.*** The proposed Form Based Code for Downtown will preserve the existing historical character of the downtown area and ensure that future development will be consistent and supportive of that character.
- d. ***No Impact.*** The proposed project would not create additional light and glare in the area. The Form Based Code for Downtown requires that exterior lighting shall be sited and installed in a manner to minimize glare and light spillage. The Form Based Code for Downtown provides development guidelines which ensure that building exteriors will not be highly reflective or create glare which would adversely impact surrounding land uses.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Involve other changes in the existing environment which, due to their location or nature, could result in loss of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. **No Impact.** The project site is not designated as Prime Farmlands, Unique Farmlands, or Farmlands of Local Importance on the City's Important Farmlands Map (1992 General Plan Background Report, Figure VIII-2). The Yolo County Important Farmland Map (California Department of Conservation, 2004) designates the project site as Urban and Built-Up Land.
- b. **No Impact.** The project is located within the existing developed commercial core of downtown Winters. No part of the project site is under a Williamson Act contract nor immediately adjacent to any lands under Williamson Act contract. In addition, the project site is not located immediately adjacent to any lands zoned for agricultural uses. The farmlands located to the south are separated and buffered by the Putah Creek riparian corridor.
- c. **No Impact.** Implementation of the Form Based Code for Downtown will have no impact on the conversion of other properties to non-agricultural uses or loss of farmland in general. The project site is located in an area which has been urbanized for over 100 years. The farmlands located to the south are separated and buffered by the Putah Creek riparian corridor.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. It also provides for pedestrian friendly, mixed use development and redevelopment within the existing commercial core of downtown Winters. An indirect result of the project would be the continued development of Central Business District with commercial, office and residential uses. This development would release air emissions; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the entire Commercial Business District (see pages 193 through 205 of the Draft EIR and pages E&R 31 through 32 of the Final EIR) and found air quality impacts to be significant and unavoidable. The City Council adopted a Statement of Overriding Considerations accepting these unavoidable impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

a. *Less Than Significant.* The proposed project would not conflict with or obstruct implementation of applicable air quality plans, because the development that would result from implementation of this project is consistent with land uses planned for the site in the City General Plan since at least 1992. Build-out of the City's 1992 General Plan is included in the air emissions inventory for the Sacramento region which is included in applicable air quality plans. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable

but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less than significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

b, c, d. *Less Than Significant.* Yolo County is designated as non-attainment for ozone under both State and federal standards and non-attainment for PM10 under State standards.

POLLUTANT	ATTAINMENT FOR FEDERAL STANDARD	ATTAINMENT FOR STATE STANDARD
Ozone	No/Severe	No/Serious
NOx	Yes	Yes
PM10	Yes	No
SOx	Yes	Yes
CO	Yes	Yes

Reactive organic gases (ROG) and nitrogen oxides (NOx) react readily with sunlight to form harmful ozone that forms in the lower atmosphere. ROG and NOx are known as ozone precursors and are therefore regulated by the CARB and local air districts. Air quality impacts fall generally into two categories: short-term emissions due to construction and long-term impacts due to project operation. Construction activities associated with implementation of the SGMPU and development that may indirectly result would generate fugitive dust and particulate matter from grading, trenching and earthmoving activities. NOx and ROG would be generated from diesel fumes associated with the operation of construction equipment. General Plan Policy VI.E.6 requires controls for construction-related dust.

Operational emissions are comprised of vehicle emissions and area source emissions. Development resulting from the proposed project would increase mobile source emissions in the air basin due to vehicle trips to and from the project site. Area source emissions are generated through the use of conventional fireplaces, woodburning stoves, consumer products and landscaping equipment. General Plan Policies VI.E.1, VI.E.2, VI.E.3, and VI.E.11 require coordination with the Yolo-Solano Air Pollution Control District to ensure maximum feasible mitigation for project specific impacts including mitigation plans for large non-residential projects. These policies would be implemented for each future project through the CEQA process.

The potential for air quality impacts from the construction and development that may result from the proposed project is unchanged from the original analysis in the 1992 General Plan EIR. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new category is considered less than significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

e. *Less Than Significant.* The potential for impacts due to objectionable odors would be unchanged from the original analysis and would result primarily from commercial-residential interfaces and industrial-residential interfaces. In some cases this can be addressed through reliance on buffers between uses or other operational controls, which would be addressed on a case-by-case basis as future development applications are received. In other cases the impact remains unavoidable, which is consistent with the determination reached in the 1992 General Plan EIR.

The prior adopted Statement of Overriding Consideration is relied upon in this determination regarding regional air quality emissions. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less than significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

Climate Change: Assembly Bill 32 adopted in 2006 established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gases (GHGs) by approximately 25 percent by 2020. GHGs contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide. The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms). New development results in the direct and indirect release of GHGs.

“Climate change” as a specific or distinct topic was not mentioned in the 1992 General Plan; however, the related topics of pedestrian-friendly land use and design features, transportation and circulation, energy efficiency, air quality, and waste management were addressed and are prominent in that document. These policies are effective in reducing GHGs and minimizing impacts from climate change.

The proposed Form Based Code for Downtown no changes to the goals or land uses provided for in the General Plan. As such, the project would result in no development beyond that already approved in 1992. In fact, the mixture of uses in downtown Winters could produce more “internal” or “linked” trips in the area, as more people live, work, and recreate within the town, and trips to other parts of Yolo County, Vacaville and the

region for services are reduced. While this planned land use mixture preceded the passage of AB 32, it will none-the-less be able to assist with implementation through compliance with goal statements already contained in the City's General Plan. The existing General Plan includes the following policies relevant to this topic:

- Urban limit line (Policy I.A.2)
- Jobs housing balance (Policy I.A.6, I.E.2)
- Pedestrian and bicycle orientation (I.A.8, III.G.1 – III.G.6, VIII.A.4, VIII.B.1 – VIII.B.3, VIII.C.3)
- Infill and reuse (Policy I.B.2, I.B.5, II.B.1 – II.B.6)
- Interconnected grid streets and alleys (Policy III.A.9, VIII.C.2)
- Transit (Policy III.B.1, III.B.2, III.B.3)
- Trip reduction (Policy III.C.1, III.C.2, III.C.3, III.C.4)
- Protection of habitat (Policy VI.C.1 – VI.C.10, VI.D.1 – VI-D.9)
- Protection of air quality (VI-E.1 – VI.E.11)
- Energy conservation (II.C.1, II.C.2, VI-F.2 – VI.F.5)
- Emergency response (VII.D.1 – VII.D.4)
- Open space (VIII.A.6)
- Tree canopy (VIII.D.1 – VIII.D.6)

Compliance with these policies will be effective in minimizing GHG emissions and climate change impacts from this already planned Central Business District.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES.				
<i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a - d. *Less Than Significant.* The project area is the existing Central Business District which has been urbanized for over 100 years. The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. It also provides for the intensification of pedestrian friendly, mixed use development and redevelopment within the existing commercial core of downtown Winters. An indirect result of the project would be the continued development of Central Business District with commercial, office and residential uses. Discretionary projects in the City are required to submit, among other things, a site specific biological resources inventory as a part of the development application, in order to complete the project-level CEQA analysis (City Council Resolution 2005-15, adopted April 19, 2005). This report would

identify habitats and species on or near the site and mitigations for potential impacts that could result.

The potential for impacts to biological resources on a regional or cumulative level as a result of implementation of the project is unchanged from the original analysis in the prior 1992 General Plan EIR. These impacts have already been analyzed under the 1992 General Plan EIR and determined by the City Council to be unavoidable but acceptable. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less than significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply.

e. *Less Than Significant.* General Plan Policies VI.C.1 through VI.C.10, and VI.D.1 through VI.D.9, establish various requirements to protect and preserve the City's biological resources. For example, General Plan Policy VI.C.5 establishes a "no net loss" threshold for special-status species. Notwithstanding these policies, the City in 1992 concluded that impacts to biological resources resulting from implementation of the General Plan would be significant and unavoidable. The potential for impacts to biological resources on a regional or cumulative level as a result of implementation of the project is unchanged from the original analysis in the prior 1992 General Plan EIR. The prior adopted Statement of Overriding Consideration is relied upon in this determination. Implementation of the subject project will result in no new impacts not already analyzed in the prior EIR and therefore, the impact in this category is considered less than significant as allowed under CEQA including Sections 15152(f)(1) and 15153(c) of the State CEQA Guidelines and other sections that may apply

f. *No Impact.* No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted for the project site. Yolo County and the Cities are in the process of developing a countywide plan, but it is not complete. There is no impact in this category.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES.				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Discussion

a-d. *Less Than Significant.* The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. These guidelines are structured to preserve and protect the historic character of the existing downtown core including the National Register status of the first block of Main Street. The City's Historic Preservation Ordinance (Winters Municipal Code Chapter 17.108) applies to projects located within the City. Discretionary projects in the City are also required to submit, among other things, a site-specific cultural resource assessment as a part of the development application, in order to complete the project-level CEQA analysis (City Council Resolution 2005-15, adopted April 19, 2005). This report would identify known historical, archaeological, paleontological, and/or human remains on the site habitats, a characterization of the relative sensitivity of the site for such unknown resources, and required mitigation measures. General Plan Policies V.F.1 and V.F.2 address archeological resources and require that construction stop and appropriate mitigation through the State Archaeological Inventory occur if potential sub-surface resources are uncovered.

Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American,

the coroner shall contact the Native American Heritage Commission within 24 hours. Compliance with these requirements would ensure that impacts on cultural resources are less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
6. GEOLOGY AND SOILS. <i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	□	□	■	□
ii. Strong seismic ground shaking?	□	□	■	□
iii. Seismic-related ground failure, including liquefaction?	□	□	■	□
iv. Landslides?	□	□	■	□
b. Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	□	□	■	□
d. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	□	□	■	□
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	□	□	□	■

Discussion

a-d. *Less Than Significant.* The Alquist-Priolo Special Studies Zones Act of 1972 regulates development near active faults to mitigate the hazard of surface fault rupture and prohibits the development of structures for human occupancy across the traces of active faults. There are no parts of the City located within an Alquist-Priolo Special Studies Zone. According to the Seismic Risk Map of the United States, Winters is in Zone 3. Within Zone 3, the potential for earthquakes is low; however, there is the

possibility for major damage (VIII to X on the Modified Mercalli Scale from a nearby earthquake). A rating of VIII to X on the Modified Mercalli Scale generally means the Richter scale magnitude would be between 6.0 to 7.9. Effects associated with this intensity range from difficulty standing to broken tree branches to damage to foundations and frame structures to destruction of most masonry and frame structures.

Any major earthquake damage within the City is likely to occur from ground shaking and seismically-related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Seismically-induced shaking and some damage should be expected to occur during an event, but damage should be no more severe in the project area than elsewhere in the region. Framed construction on proper foundations constructed in accordance with Uniform Building Code requirements is generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking, and this would be a less than significant impact.

Discretionary projects in the City are required to submit, among other things, a site-specific geotechnical study as a part of the development application, in order to complete the project-level CEQA analysis (City Council Resolution 2005-15, adopted April 19, 2005). This report would identify known and potential geological hazards and identify measures to address such hazards. General Plan Policies VII.A.1 through VII.A.3 address geological hazards and require compliance with applicable State codes and requirements.

The proposed project would not result in new geological impacts or exposure to new hazards beyond what was analyzed in the General Plan EIR. Impacts in these areas are considered less than significant.

e. *No Impact.* The City does not allow septic systems. All projects are required to connect to wastewater treatment facilities. Therefore, there is no potential for impact.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. HAZARDS AND HAZARDOUS MATERIALS.				
<i>Would the project</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion

a-c. *Less Than Significant.* During construction, oil, diesel fuel, gasoline, hydraulic fluid, and other liquid hazardous materials would be used. Similarly, paints, solvents, and various architectural finishes would also be used. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the City of Winters Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly

regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance. The City currently complies with the City's Emergency Response Plan, and the Yolo County Hazardous Waste Management Plan.

Project-specific land uses and operations that might involve the use, transport or disposal of hazardous materials would be analyzed on a case-by-case basis for each future development project. Because the routine transport, use, and disposal of hazardous materials is regulated by federal, State, and local regulations, this impact is considered less than significant.

d. *Less Than Significant.* Discretionary projects in the City are required to submit, among other things, a site-specific Phase One Environmental Site Assessment (ESA) as a part of the development application, in order to complete the project-level CEQA analysis (City Council Resolution 2005-15, adopted April 19, 2005). This report would identify known and potential hazards and identify measures to address such hazards.

The proposed project would not result in new hazards or exposure to new hazards beyond what was analyzed in the General Plan EIR. Impacts in this area are considered less than significant.

e,f. *No Impact.* The City is not within two miles of any public or private airports or air strips, and is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Therefore, there would be no impact.

g. *Less Than Significant.* The proposed project would likely have a beneficial effect on emergency planning for the City by improving circulation in the Central Business District. This would be considered less than significant under CEQA.

h. *No Impact.* The project area in the urbanized Central Business District in downtown Winters and does not qualify as "wildlands" where wildland fires are a risk; therefore, no adverse impact would occur in this categories.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HYDROLOGY AND WATER QUALITY				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. It also provides for pedestrian friendly, mixed use development and redevelopment within the existing commercial core of downtown

Winters. An indirect result of the project would be the continued development of Central Business District with commercial, office and residential uses.

This development could result in hydrological impacts; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of Winters downtown (see pages 169 through 178 of the Draft EIR and page E&R 29 of the Final EIR; see also pages 105 through 113 of the Draft EIR and pages E&R 19 through 21) and found hydrology impacts to be less-than significant, with the exception of water quality impacts from increased runoff into Putah Creek and Dry Creek which was found to be significant and unavoidable. The City Council adopted Findings of Fact documenting these conclusions (Resolution 92-13, adopted May 19, 1992) which are hereby relied upon for this analysis. Included in those Findings was a Statement of Overriding Considerations accepting the unavoidable water quality impacts (Resolution 92-13, Exhibit C, adopted May 19, 1992) which is hereby relied upon for this analysis.

a.f. *Less Than Significant.* Surface water quality can be adversely affected by erosion during project construction, or after the project is completed, if urban contaminants in stormwater runoff are allowed to reach a receiving water (e.g. Putah Creek and/or Dry Creek). Construction activities disturbing one or more acres are required by the Central Valley Regional Water Quality Control Board (CVRWQCB) to obtain a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit. These permits are required to control both construction and operation activities that could adversely affect water quality. Permit applicants are required to prepare and retain at the construction site a Stormwater Pollution Prevention Plan (SWPPP) that describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Compliance with these required permits would ensure that runoff during construction and occupation of the project site would ensure that runoff does not substantially degrade water quality. Therefore, this is a less than significant impact.

b. *No Impact.* There are no facilities specifically proposed for recharge as a part of the Form Based Code for Downtown; however some recharge will occur incidentally through the use of porous paving and required incorporation of bioswales and other, similar, natural runoff control measures into future projects. A significant portion of the project area is covered with impervious surfaces and has been for at least 50 years. As such, the area is not identified for recharge and has been planned for additional development since at least 1992. Therefore, it can be concluded that further development of the project area would not substantially affect the aquifer.

The City of Winters would supply groundwater to the development that is anticipated by the General Plan to build out the downtown. Therefore there are no new impacts in this category.

c,d,e. *Less Than Significant.* Drainage improvements and incidental development that occurs as a result of the on-going development and infill of the downtown area would minimally change absorption rates, drainage patterns, and the rate and amount of surface runoff, but would not alter the course of a river or stream. The City's storm drainage system has been planned to accommodate development and infill of the Central Business District as indicated in the General Plan. Run-off from development that may proceed as a result of the project is already planned for within the drainage system. Therefore any increase in runoff is considered less than significant.

g,h. *No Impact.* The project does not fall within the City's General Plan Flood Overlay Area. The site is designated on federal FEMA floodplain maps as Zone X (outside of the 100-year floodplain). As such there would be no impact.

i. *Less Than Significant.* The City is located approximately 10 miles east of the Monticello Dam on Lake Berryessa. Failure or overtopping of the dam could result in severe flooding of the Winters' area and loss of life. However, this occurrence, which is addressed in the Yolo County Emergency Plan, is not considered a likely or substantial risk. Therefore, the proposed project would not expose individuals to a substantial risk from flooding as a result of the failure, and the impact would be less than significant.

j. *No Impact.* The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. In addition, there are no physical or geologic features that would produce a mudflow hazard. Therefore, no impact would occur.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. LAND USE AND PLANNING.				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion

a. *No Impact.* Ongoing development and infill of the Central Business District consistent with the City General Plan and development patterns of the downtown since the late 1800's. The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. It also provides for the intensification of pedestrian friendly, mixed use development and redevelopment within the existing commercial core of downtown Winters. An indirect result of the project would be the continued development of Central Business District with commercial, office and residential uses. The project would enhance and connect the established commercial district and residential community of the City, not divide it. Therefore, no impact would occur.

b. *No Impact.* The General Plan and zoning ordinance currently designates the project site for commercial and mixed uses. There is no conflict between the proposed project and applicable land use plans, policies, and regulations. Therefore no impact would occur.

c. *No Impact.* No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted for the project site. Yolo County and the Cities are in the process of developing a countywide plan, but it is not complete. Therefore no impact would occur.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. MINERAL RESOURCES. <i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. *Less than Significant.* The project site is not designated as a mineral resource zone or locally important mineral resource recovery site. The continued development and infill of the downtown would not result in the loss of any known mineral resources. Impacts would be less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. NOISE. <i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-d. *Less Than Significant.* The Noise Element of the City of Winters General Plan establishes standards for the evaluation of noise compatibility (including land use compatibility standards, exterior noise levels limits, and interior noise level limits) and requirements for noise studies. The City has both a Noise Ordinance and Standard Specifications that regulate construction noise. These regulations restrict construction activities to 7:00am to 7:00 pm Monday through Friday only (holidays excluded).

Development and infill projects subject to the Form Based Code for Downtown would also be subject to these policies and regulations. The General Plan EIR examined the potential for impact from full development of the General Plan and determined that this impact was less than significant. There are no new noise impacts that would result from the proposed Form Based Code for Downtown. Impacts in these categories remain less-than-significant.

e. *No Impact.* The nearest public airport is over 2 miles away and the project area is not within an airport land use plan. There is no potential for exposure to excessive air traffic noise, so no impact would occur.

f. *No Impact.* The project area is not located near a private airstrip and would not be exposed to noise from the private airstrip, so no impact would occur.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. POPULATION AND HOUSING. <i>Would the project:</i>				
a. Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. *Less Than Significant.* The commercial residential uses allowed by the proposed Form Based Code for Downtown in the project area are consistent with the 1992 General Plan assumptions for the area. Therefore, infrastructure, services, and utilities are master planned to accommodate the proposed level of growth. Future site specific proposals will be subject to consideration under CEQA at the project level. The project area is the commercial center of an urbanized area and does not require the extension of roads and other infrastructure to the project site. Because all aspects of the project are consistent with the planning assumptions of the General Plan, the project would not be considered growth inducing. This impact is less than significant.

b,c. *Less Than Significant.* The project involves no displacement of housing or people. Impacts would be less than significant in these categories.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Discussion

a, and b. *Less Than Significant.* The Winters Fire Protection District provides primary fire protection service to the project area. The City of Winters Police Department provides primary police protection service. The proposed project could increase demand for these fire and police protection services by increasing the amount of development and businesses within the Departments' service areas. This increase in development is consistent with City plans for the project site, as reflected in the General Plan.

Development within the project site would also contribute taxes and fees toward the City's General Fund, which would be used, in part, to fund fire and police protection services needed by the project. Because the project site is already within the City, the proposed project would not increase the size of the service area of the Fire District or Police Department. However, the City's fiscal health over the years has been severely impacted by actions of the State. The potential sales tax funds generated by the tenants of the proposed retail buildings would be beneficial to the City. Thus, the proposed project would have a less than significant adverse impact.

c. *Less Than Significant.* The City is served by the Winters Joint Unified School District, which serves the City of Winters and surrounding unincorporated areas of Yolo and Solano Counties. The District is comprised of the John Clayton Kinder School,

Waggoner Elementary School (grades 1-3), Shirley Rominger Intermediate School (grades 4-5), Winters Middle School (grades 6-8), Winters High School (grades 9-12) and Wolfskill Continuation High School.

Funding for schools and impacts for school facilities is preempted by State law. Policies I.F.2, I.F.3, IV.H.5, and IV.H.6 of the General Plan related to funding and timing of school facilities have been superseded by State law (Proposition 1A/SB 50, 1998, Government Code Section 65996) which governs the amount of fees that can be levied against new development. Payment of fees authorized by the statute is deemed "full and complete mitigation." These fees are used to construct new schools.

Because the proposed project would be required to pay applicable school fees and because the amount of these fees is pre-empted by the State, the increase in students is considered by law to be a less than significant impact.

d. *Less Than Significant.* The City requires the development of parkland in conjunction with subdivision development at a ratio of 7 acres per 1,000 persons (General Plan Policy V.A.1). Therefore, impacts in this category would be less than significant.

e. *Less Than Significant.* Development that could result from the proposed project would create incremental increases in demand for other services and facilities in the City of Winters. However, because this growth would be consistent with the General Plan, there would be no new impacts beyond what was already analyzed in the General Plan EIR. This impact is less than significant

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. *Less Than Significant.* See discussion of Item 13(d). The General Plan requires residential development to provide parkland at a ratio of 7 ac per 1,000 population. Therefore, the potential for impacts to off-site parks will be mitigated to a less than significant level by the provision of new park facilities as new residential development occurs.

b. *Less Than Significant.* The proposed Form Based Code for Downtown provides for commercial recreation and entertainment uses as consistent with Central Business District analyzed by the 1992 General Plan EIR. Because these uses of the project area are consistent with the planning assumptions of the General Plan, the project would not be considered growth inducing. This impact is less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/CIRCULATION. <i>Would the project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed Form Based Code for Downtown primarily promulgates design guidelines for the Winters' downtown. It also provides for pedestrian friendly, mixed use development and redevelopment within the existing commercial core of downtown Winters. An indirect result of the project would be the continued development of Central Business District with commercial, office and residential uses. This development could result in transportation and circulation impacts; however, this area has been planned for these land uses since at least 1992. The 1992 General Plan EIR analyzed the potential impacts of development of the downtown (see pages 71 through 96 of the Draft EIR and pages E&R 15 through 17 of the Final EIR) and found traffic impacts to be less than significant. The City Council adopted Findings of Fact documenting these conclusions

a,b, f. *Less Than Significant* Discretionary projects in the City are required to submit, among other things, a site-specific traffic and circulation study as a part of the development application, in order to complete the project-level CEQA analysis (City Council Resolution 2005-15, adopted April 19, 2005). The General Plan Transportation and Circulation Element contains policies that address circulation using various modes, and parking. The proposed project would not result in new traffic impacts beyond what was analyzed in the General Plan EIR. Impacts in these areas are considered less than significant.

c. *No Impact* The project area is not located near an airport and it does not include any improvements to airports or change in air traffic patterns. No impact would occur.

d,e. *Less Than Significant* The proposed project could result in the upgrades to the street grid in the downtown to improve aesthetics and walk-ability; however all new roadway construction would be built according to adopted City standards and specifications. For this reason, the potential for design hazards would be less than significant.

g. *Less Than Significant* The proposed project facilitates and expands policies, plans, and programs supporting alternative transportation, including appropriate pedestrian and bicycle route connections. Therefore, this impact would be less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. UTILITIES AND SERVICE SYSTEMS.				
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Discussion

a. *Less Than Significant.* Development within the City, including the Downtown Form Based Code Area, is required to connect to the City's sewage treatment plant for wastewater treatment. The City's plant is permitted by the State and must meet applicable water quality standards. Land uses envisioned in were analyzed in the previous General Plan EIR and not anticipated to generate wastewater that contains unusual types or levels of contaminants. Therefore, the project is not expected to inhibit

the ability of the Winters Wastewater Treatment Plant (WWTP) to meet State water quality standards. For these reasons, this would be a less than significant impact.

b.e. Less Than Significant. All development within the City would receive sewer and water service from the City of Winters. The City of Winters Wastewater Treatment Plant (WWTP) currently has a capacity of 0.92 million gallons per day (mgd). The estimated number of new dwelling unit equivalents (DUEs) that could be served under current capacity is approximately 700 to 800 DUEs. In exchange for funding of Phase Two of the WWTP, the Winters Highlands project has commitment from the City that Phases I (69 units), II (127 units), and III (54 units) of the Highlands project (for a total of 250 units) will receive capacity from the existing plant. The City will continue to monitor the WWTP to assess available capacity. The Phase 2 expansion of the WWTP will bring the capacity to 1.2 mgd. The timing of this expansion is not set. The Phase 2 expansion will need to take place before full build out. No project is allowed to build without available sewer and water service. Therefore, these impacts are considered less than significant.

c. Less Than Significant. Development within the Downtown Form Based Code Area will be required to connect to the City's stormwater drainage system. This development would result in no new impacts to the storm water drainage system's capacity and availability than already anticipated under the General Plan and therefore there are no new impacts in this category. As development occurs, the City's stormwater drainage system is regularly re-examined to determine what, if any, new facilities are needed for adequate service. Actual construction of the projects proposed within the Downtown Form Based Code Area will require subsequent environmental review once more detailed project information is available. The proposed Form Based Code for Downtown includes for requirements for bioswales and porous paving for additional, beneficial storm water management. The subject proposed adoption of the Form Based Code for Downtown is consistent with the General Plan and as such was fully analyzed in the prior 1992 General Plan EIR as summarized herein. This is a less than significant impact.

d. Less Than Significant. Development resulting from the proposed project would be served by the City's municipal water supply. This development would result in no new impacts to water supply and availability than already anticipated under the General Plan and therefore there are no new impacts in this category. As development occurs, the City's water system is regularly re-examined to determine what, if any, new facilities are needed for adequate service. No project is allowed to build without available water service. This is a less than significant impact.

e., f. Less Than Significant. Solid waste from the project site will be collected by the City of Winters and disposed of at the Yolo County Central Landfill, a 722-acre facility. The landfill has a capacity of 11 million tons with capacity for planned growth through 2025. The proposed project site has been planned for commercial and residential development since at least 1992. This land uses provided for within the Downtown Form Based Code Area and the proposed Form Based Code is part of the planned growth for which the landfill has been sized and therefore solid waste generated by the

project would not have unanticipated impacts on the life of the landfill. Therefore, this impact is considered less than significant.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

Discussion

a-c. *Less Than Significant* The full range of impacts from this project were anticipated and examined in the 1992 General Plan EIR on which this analysis relies. Impacts to biological resources, cumulative air quality, loss of agricultural land, and water quality were identified as significant and unavoidable and a Statement of Overriding Considerations was adopted by the City Council. There are no new impacts associated with the project that were not previously analyzed and mitigated. Impacts in these categories are therefore considered less than significant.

ATTACHMENT D

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – Sacramento Area Office
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0635
FAX (916) 274-0648
TTY (530) 741-4501



*Flex your power!
Be energy efficient!*

January 16, 2009

08YOL0053
03-YOL-128 PM 8.770
Form Based Code for Downtown Winters
Negative Declaration
SCH# 2008122063

Ms. Kate Kelly
City of Winters
318 First Street
Winters, CA 95694

Dear Ms. Kelly:

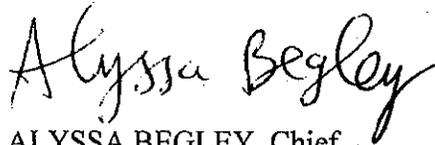
Thank you for the opportunity to review and comment on the Negative Declaration for the proposed Form Based Code for Downtown Winters on approximately 33.5 acres. This proposed project would adopt and implement a form based code in Downtown Winters on Main Street from Second Street to Elliott Street; Railroad Avenue from Wolfskill Street to just north of Anderson Avenue, including portions of Grant Avenue, Abbey, East Abbey, and East Edward, East Baker, and Wolfskill Streets. Grant Avenue is State Route (SR) 128 and subject to Caltrans standards. Our comments are as follows:

- The Planter Strip Width reflected on "Table 17.58-1: Street Typology Standards" will be required to comply with Caltrans Planting Guidelines Section 902.3 in the Highway Design Manual. The width will vary depending on the design speed of the Grant Avenue/SR 128 facility.
- Please ensure any new street trees planted on Grant Avenue/SR 128 do not drop litter or fruit that would conflict with pedestrian or bicycle movement.
- A Maintenance Agreement is needed between Caltrans and the City of Winters in order to maintain elements within the Caltrans right of way, including but not limited to street trees, landscaping, irrigation, tree grates/guards, pots/ planters and water runoff.

- An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, landscaping, or drainage pattern changes. A cost estimate for the work within the State's right of way will be reviewed to determine whether it triggers the need for a "project funded by others" designation. Maintenance of landscaping or sidewalks built within the State's right of way becomes the responsibility of the local jurisdiction. To secure an application, please contact the Encroachment Permits Central Office at (530) 741-4403, or go online at <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Please provide our office with copies of any further actions regarding this project. If you have any questions regarding these comments, contact La Nae Van Valen at (916) 274-0637.

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning – South

cc: State Clearinghouse

ATTACHMENT E

ORDINANCE NO. 2009-01

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WINTERS
ADDING CHAPTER 17.58 TO THE MUNICIPAL CODE
REGARDING A FORM BASED CODE FOR DOWNTOWN AND REZONING
AREAS IN THE DOWNTOWN CENTRAL BUSINESS DISTRICT**

The City Council of the City of Winters does ordain as follows:

SECTION 1. Adoption of Form Based Code for Downtown

Chapter 17.58 entitled "Form Based Code for Downtown," attached hereto as Exhibit 1 and hereby incorporated as though fully set forth herein, is added to the City of Winters Municipal Code.

SECTION 2. Rezoning of Areas in Downtown Master Plan

The City of Winters Zoning Map, amended in June 2003, is hereby amended to reflect the rezoning from Central Business District (C-2), Office (O-F) and a portion of the public/quasi-public (PQP) zoning to Downtown D-A and D-B zones as those changes are shown on Exhibit 2 "Figure 17.58-1: The Regulating Plan" of the Form Based Code for Downtown, attached hereto and incorporated herein by reference.

SECTION 3. Adoption of CEQA Documentation

The City Council hereby finds and determines that a Negative Declaration is the appropriate level of review for the rezoning and adoption of the Form Based Code for Downtown. The initial study shows that there is no substantial evidence in light of the whole record before the City Council that the proposed rezoning and adoption of the Form Based Code for Downtown may have a significant effect on the environment.

SECTION 4. Severability.

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction or preempted by state legislation, such decision or legislation shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Winters hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause or phrase not declared invalid or unconstitutional without regard to any such decision or preemptive legislation.

SECTION 5. Effective Date.

This Ordinance shall be in full force and effective thirty (30) days after its adoption and shall be published and posted as required by law.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Winters, California, held on _____, and was passed and adopted at a regular meeting of the City Council held on _____ by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mayor

ATTEST:

City Clerk

1188883.2

