



Special Joint Meeting and Workshop
of the Winters City Council &
the Winters Planning Commission

City Council Chambers
318 First Street
Tuesday, July 29, 2008
7:30 p.m.
AGENDA

Members of the City Council

*Michael Martin, Mayor
Woody Fridae, Mayor Pro Tempore
Harold Anderson
Cecilia Aguiar-Curry
Tom Stone*

*John W. Donlevy, Jr., City Manager
John Wallace, City Attorney
Nanci Mills, City Clerk*

PLEASE NOTE – The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Councilmembers. Public comments time may be limited and speakers will be asked to state their name.

Roll Call

Pledge of Allegiance

Approval of Agenda

PUBLIC COMMENTS

At this time, any member of the public may address the City Council on matters, which are not listed on this agenda. Citizens should reserve their comments for matter listed on this agenda at the time the item is considered by the Council. An exception is made for members of the public for whom it would create a hardship to stay until their item is heard. Those individuals may address the item after the public has spoken on issues that are not listed on the agenda. Presentations may be limited to accommodate all speakers within the time available. Public comments may also be continued to later in the meeting should the time allotted for public comment expire.

CONSENT CALENDAR

All matters listed under the consent calendar are considered routine and non-controversial, require no discussion and are expected to have unanimous Council support and may be enacted by the City Council in one motion in the

form listed below. There will be no separate discussion of these items. However, before the City Council votes on the motion to adopt, members of the City Council, staff, or the public may request that specific items be removed from the Consent Calendar for separate discussion and action. Items(s) removed will be discussed later in the meeting as time permits.

1. Award of construction contract for Caltrans Safe Routes to Schools Improvements, Project No. 06-17

PRESENTATIONS

None

DISCUSSION ITEMS

1. Receive public comment and provide direction to staff and consultant team on the Draft DowntownCode

CITY MANAGER REPORT

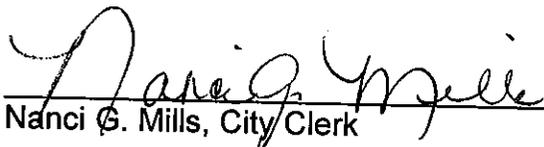
COUNCIL/STAFF COMMENTS

INFORMATION ONLY

EXECUTIVE SESSION

ADJOURNMENT

I declare under penalty of perjury that the foregoing agenda for the July 29, 2008 special meeting and workshop of the Winters City Council and Winters Planning Commission was personally delivered to each Councilmember's mail box in City Hall, mailed via USPS to the Planning Commissioners and posted on the outside public bulletin board at City Hall, 318 First Street on Thursday, July 24, 2008, and made available to the public during normal business hours.



Nanci G. Mills, City Clerk

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Staff recommendations are guidelines to the City Council. On any item, the Council may take action, which varies from that recommended by staff.

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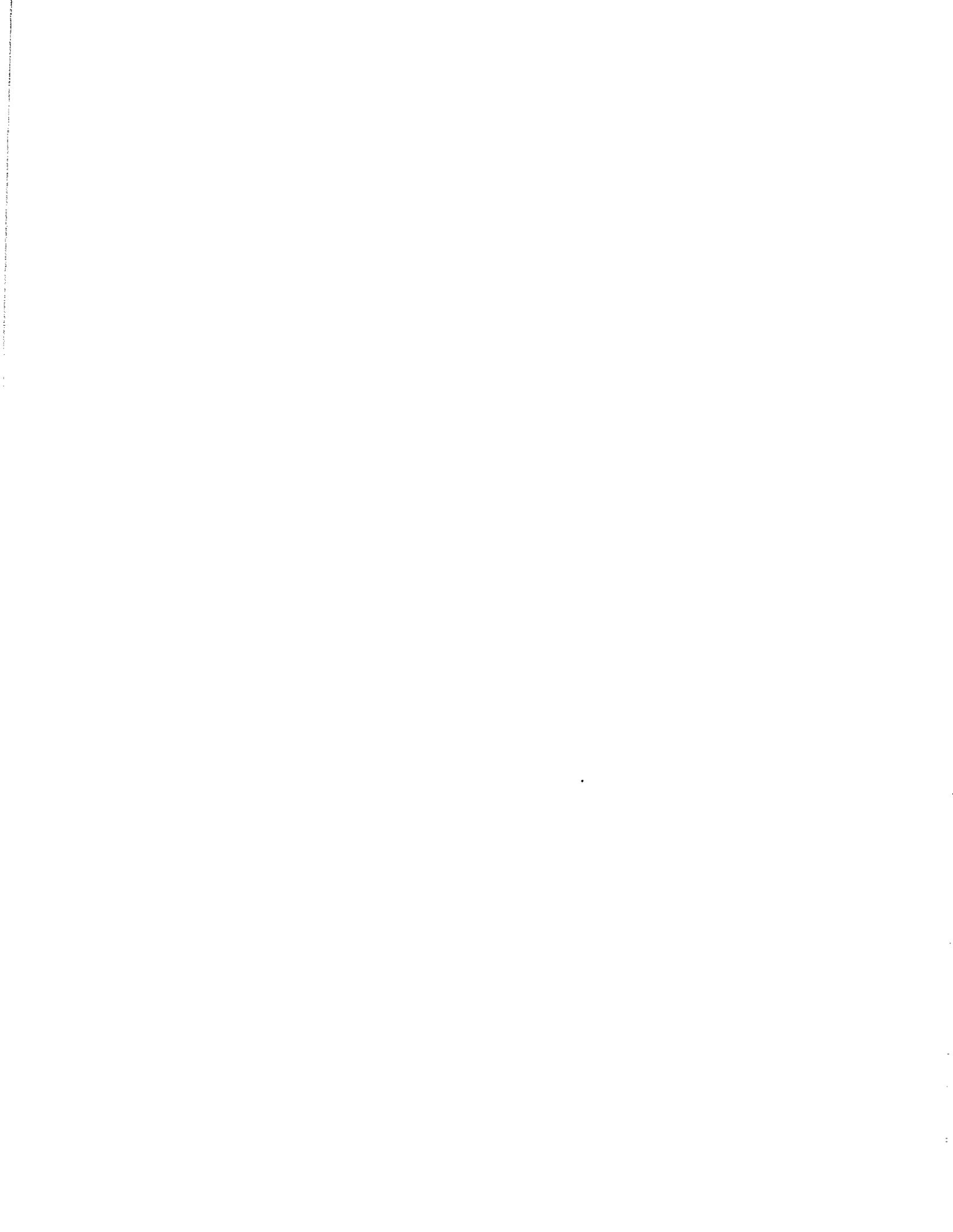
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Wednesday at 10:00 a.m.

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**CITY COUNCIL
STAFF REPORT**

TO: Honorable Mayor and Council Members
DATE: July 29, 2008
THROUGH: John W. Donlevy, Jr., City Manager
FROM: Nick Ponticello, City Engineer
SUBJECT: Award of construction contract for Caltrans Safe Routes to Schools Improvements, Project No. 06-17

RECOMMENDATION: Staff recommends that the City Council (1) award construction contract for Safe Routes to Schools Improvements, Project No. 06-17 to Maxistone dba MaxiCrete Inc. in the amount of One Hundred Twenty Nine Thousand Two Hundred Four Dollars (\$129,204); (2) authorize expenditures in the amount of One Hundred Forty Eight Thousand Five Hundred Dollars (\$148,500); and (3) authorize the City Manager to execute the contract on the City's behalf.

BACKGROUND: The City of Winters, in 2005, was awarded \$166,500 through the Caltrans Safe Routes to Schools grant program for construction of sidewalks in three locations in the City of Winters where children are left with unsafe walking routes to get to their schools and in rainy weather must choose between walking in the street and walking in mud. Since that time, the scope of work for the project has been changed to include only the portion of sidewalk on the east side of Hemenway Street to Mermod Road and the north side of Edwards Street along the frontage of Waggoner Elementary School.

At the Nov. 6, 2007 City Council meeting the City Council approved the final proposed traffic calming improvements and authorized the City Engineer to proceed with the design and construction document including tree removal on the east side of Hemenway Street and traffic calming features. A CEQA review was conducted and a Notice of Exemption was filed with the Yolo County Clerk's Office on May 7, 2008.

A notice to contractors was advertised on June 24th, and nine sealed bids were opened at City Hall on Tuesday, July 15. The bid tabulation is attached, as Exhibit A. Based upon the bid results, Maxistone dba MaxiCrete Inc., was deemed the lowest responsible/responsive bidder for the project. The requested expenditure amount for construction includes a 15 % contingency, which is typical for this type of project.

Construction of the project should commence in mid-August, with completion anticipated prior to the first day of school. The project construction will be managed and inspected by Ponticello Enterprises.

FISCAL IMPACT: The project is funded by the Caltrans Safe Routes to Schools Grant and Redevelopment Funds. The total approved budget is \$231,000. With the low bid, the project is currently projected to come in under budget.

ATTACHMENTS: Exhibit A - Bid Tabulation

**Safe Routes To School Improvements,
 Project No. 06-17**

No.	Description	Units	Quantity	Engineer's Estimate		Maxistone dba MaxiCrete Inc.		Non-Cal Concrete		Lister Construction		David Jaeger		Lund Construction	
				Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	MOBILIZATION	LS	1	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 3,000.00	\$ 3,000.00	\$ 4,400.00	\$ 4,400.00	\$ 3,050.00	\$ 3,050.00	\$ 4,500.00	\$ 4,500.00
2	CONSTRUCTION STAKING	LS	1	\$ 2,000.00	\$ 2,000.00	\$ 3,500.00	\$ 3,500.00	\$ 3,000.00	\$ 3,000.00	\$ 1,720.00	\$ 1,720.00	\$ 3,940.00	\$ 3,940.00	\$ 3,500.00	\$ 3,500.00
3	TRAFFIC CONTROL, PUBLIC SAFETY & PUBLIC CONVENIENCE	LS	1	\$ 4,000.00	\$ 4,000.00	\$ 15,000.00	\$ 15,000.00	\$ 4,500.00	\$ 4,500.00	\$ 5,100.00	\$ 5,100.00	\$ 7,465.00	\$ 7,465.00	\$ 2,500.00	\$ 2,500.00
4	PREPARE WATER POLLUTION CONTROL PLAN (WPCP)	LS	1	\$ 2,100.00	\$ 2,100.00	\$ 1,500.00	\$ 1,500.00	\$ 2,500.00	\$ 2,500.00	\$ 980.00	\$ 980.00	\$ 1,050.00	\$ 1,050.00	\$ 3,200.00	\$ 3,200.00
5	TEMPORARY WATER POLLUTION CONTROL WORK	LS	1	\$ 3,000.00	\$ 3,000.00	\$ 2,750.00	\$ 2,750.00	\$ 2,500.00	\$ 2,500.00	\$ 250.00	\$ 250.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
6	REMOVE & REPLACE EXISTING PAVEMENT STRUCTURE	SF	1,538	\$ 14.00	\$ 21,532.00	\$ 2.50	\$ 3,845.00	\$ 10.00	\$ 15,380.00	\$ 7.90	\$ 12,150.20	\$ 4.50	\$ 6,921.00	\$ 8.00	\$ 12,304.00
7	REMOVE & REPLACE DRAIN INLET	EA	1	\$ 3,500.00	\$ 3,500.00	\$ 1,150.00	\$ 1,150.00	\$ 3,900.00	\$ 3,900.00	\$ 2,100.00	\$ 2,100.00	\$ 3,050.00	\$ 3,050.00	\$ 2,920.00	\$ 2,920.00
8	INSTALL IRRIGATION SLEEVES	EA	16	\$ 150.00	\$ 2,400.00	\$ 75.00	\$ 1,200.00	\$ 60.00	\$ 960.00	\$ 60.00	\$ 960.00	\$ 88.00	\$ 1,408.00	\$ 65.00	\$ 1,040.00
9	EXTEND EXISTING AC SPEED HUMP	EA	1	\$ 3,600.00	\$ 3,600.00	\$ 1,500.00	\$ 1,500.00	\$ 3,000.00	\$ 3,000.00	\$ 1,600.00	\$ 1,600.00	\$ 1,165.00	\$ 1,165.00	\$ 1,730.00	\$ 1,730.00
10	INSTALL PREFORMED SPEED HUMP	EA	1	\$ 7,100.00	\$ 7,100.00	\$ 9,000.00	\$ 9,000.00	\$ 9,400.00	\$ 9,400.00	\$ 6,000.00	\$ 6,000.00	\$ 7,015.00	\$ 7,015.00	\$ 7,050.00	\$ 7,050.00
11	TRAFFIC STRIPES & PAVEMENT MARKERS & MARKINGS	LS	1	\$ 3,000.00	\$ 3,000.00	\$ 3,800.00	\$ 3,800.00	\$ 5,400.00	\$ 5,400.00	\$ 3,300.00	\$ 3,300.00	\$ 8,332.00	\$ 8,332.00	\$ 8,375.00	\$ 8,375.00
12	ROADSIDE SIGNAGE	LS	1	\$ 1,200.00	\$ 1,200.00	\$ 1,250.00	\$ 1,250.00	\$ 1,200.00	\$ 1,200.00	\$ 2,200.00	\$ 2,200.00	\$ 880.00	\$ 880.00	\$ 880.00	\$ 880.00
13	LANDSCAPE PRESERVATION AND RESTORATION	LS	1	\$ 1,000.00	\$ 1,000.00	\$ 3,500.00	\$ 3,500.00	\$ 3,000.00	\$ 3,000.00	\$ 1,700.00	\$ 1,700.00	\$ 3,355.00	\$ 3,355.00	\$ 2,500.00	\$ 2,500.00
EDWARDS STREET CONCRETE IMPROVEMENTS															
14	CONSTRUCT SIDEWALK AT EXISTING BACK OF CURB	SF	2,374	\$ 7.00	\$ 16,618.00	\$ 5.00	\$ 11,870.00	\$ 5.00	\$ 11,870.00	\$ 7.90	\$ 18,754.60	\$ 7.82	\$ 18,089.88	\$ 7.75	\$ 18,398.50
15	CONSTRUCT MONOLITHIC CURB, GUTTER AND SIDEWALK (EDWARDS)	SF	87	\$ 9.00	\$ 783.00	\$ 9.00	\$ 783.00	\$ 9.50	\$ 826.50	\$ 9.70	\$ 843.90	\$ 11.90	\$ 1,035.30	\$ 11.35	\$ 987.45
16	CONSTRUCT SEPARATED SIDEWALK WITH RETAINING CURBS AT RAMPS (EDWARDS)	SF	428	\$ 10.00	\$ 4,280.00	\$ 5.75	\$ 2,461.00	\$ 10.50	\$ 4,494.00	\$ 8.60	\$ 3,680.80	\$ 8.50	\$ 3,638.00	\$ 8.89	\$ 3,804.92
17	REMOVE & REPLACE CURB & GUTTER	LF	12	\$ 50.00	\$ 600.00	\$ 45.00	\$ 540.00	\$ 50.00	\$ 600.00	\$ 31.00	\$ 372.00	\$ 35.40	\$ 424.80	\$ 37.70	\$ 452.40
18	REMOVE AND REPLACE CURB, GUTTER AND SIDEWALK WITH CASE C ACCESS RAMP INCLUDING VALLEY GUTTER APRON	EA	2	\$ 5,500.00	\$ 11,000.00	\$ 6,000.00	\$ 12,000.00	\$ 3,900.00	\$ 7,800.00	\$ 7,000.00	\$ 14,000.00	\$ 4,890.00	\$ 9,780.00	\$ 5,090.00	\$ 10,180.00
19	CONSTRUCT HEAVY DRIVEWAYS	SF	1,334	\$ 18.00	\$ 24,012.00	\$ 6.50	\$ 8,671.00	\$ 8.50	\$ 11,339.00	\$ 10.30	\$ 13,740.20	\$ 11.80	\$ 15,741.20	\$ 14.50	\$ 19,343.00
HENMENWAY STREET CONCRETE IMPROVEMENTS															
20	REMOVE & REPLACE CURB & GUTTER	LF	55	\$ 50.00	\$ 2,750.00	\$ 35.00	\$ 1,925.00	\$ 60.00	\$ 3,300.00	\$ 30.60	\$ 1,683.00	\$ 35.40	\$ 1,947.00	\$ 37.00	\$ 2,085.00
21	CONSTRUCT MONOLITHIC CURB, GUTTER AND SIDEWALK (HENMENWAY)	SF	1,205	\$ 11.00	\$ 13,255.00	\$ 10.00	\$ 12,050.00	\$ 9.50	\$ 11,447.50	\$ 10.70	\$ 12,895.50	\$ 10.65	\$ 12,833.25	\$ 10.50	\$ 12,652.50
22	CONSTRUCT SEPARATED SIDEWALK (HENMENWAY)	SF	3,715	\$ 7.00	\$ 26,005.00	\$ 5.75	\$ 21,361.25	\$ 5.80	\$ 21,547.00	\$ 7.80	\$ 28,234.00	\$ 7.50	\$ 27,862.50	\$ 7.79	\$ 28,939.85
23	CONSTRUCT LIGHT DRIVEWAYS	SF	508	\$ 12.00	\$ 6,096.00	\$ 6.00	\$ 3,048.00	\$ 6.65	\$ 3,378.20	\$ 17.00	\$ 8,636.00	\$ 7.80	\$ 3,962.40	\$ 10.85	\$ 5,511.80
24	CONSTRUCT 4-FOOT WALKWAY (HENMENWAY)	SF	300	\$ 7.00	\$ 2,100.00	\$ 5.00	\$ 1,500.00	\$ 5.80	\$ 1,740.00	\$ 7.80	\$ 2,340.00	\$ 13.00	\$ 3,900.00	\$ 8.29	\$ 2,487.00
TOTAL =					\$ 166,931.00	\$ 129,204.25	\$ 137,961.40	\$ 148,588.20	\$ 149,845.33	\$ 157,291.42					

**Safe Routes To School Improvements,
 Project No. 06-17**

No.	Description	Units	Quantity	Vintage Paving		Frank Medina		Hutchins Paving & Engineering		JDS Construction		AVERAGE LOW 3 BIDDERS	
				Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	MOBILIZATION	LS	1	\$ 7,000.00	\$ 7,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,900.00	\$ 5,900.00	\$ 625.00	\$ 625.00	\$ 4,466.67	\$ 4,466.67
2	CONSTRUCTION STAKING	LS	1	\$ 4,000.00	\$ 4,000.00	\$ 3,500.00	\$ 3,500.00	\$ 6,700.00	\$ 6,700.00	\$ 3,125.00	\$ 3,125.00	\$ 2,740.00	\$ 2,740.00
3	TRAFFIC CONTROL, PUBLIC SAFETY & PUBLIC CONVENIENCE	LS	1	\$ 1,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,000.00	\$ 4,500.00	\$ 4,500.00	\$ 1,875.00	\$ 1,875.00	\$ 8,200.00	\$ 8,200.00
4	PREPARE WATER POLLUTION CONTROL PLAN (WPCP)	LS	1	\$ 600.00	\$ 600.00	\$ 1,000.00	\$ 1,000.00	\$ 850.00	\$ 850.00	\$ 1,875.00	\$ 1,875.00	\$ 1,663.33	\$ 1,663.33
5	TEMPORARY WATER POLLUTION CONTROL WORK	LS	1	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 3,800.00	\$ 3,800.00	\$ 2,000.00	\$ 2,000.00	\$ 1,633.33	\$ 1,633.33
6	REMOVE & REPLACE EXISTING PAVEMENT STRUCTURE	SF	1,538	\$ 9.00	\$ 13,842.00	\$ 3.00	\$ 4,614.00	\$ 10.00	\$ 15,380.00	\$ 13.50	\$ 20,763.00	\$ 6.80	\$ 10,458.40
7	REMOVE & REPLACE DRAIN INLET	EA	1	\$ 4,000.00	\$ 4,000.00	\$ 3,800.00	\$ 3,800.00	\$ 3,500.00	\$ 3,500.00	\$ 6,250.00	\$ 6,250.00	\$ 2,383.33	\$ 2,383.33
8	INSTALL IRRIGATION SLEEVES	EA	16	\$ 80.00	\$ 1,280.00	\$ 500.00	\$ 8,000.00	\$ 120.00	\$ 1,920.00	\$ 93.75	\$ 1,500.00	\$ 65.00	\$ 1,040.00
9	EXTEND EXISTING AC SPEED HUMP	EA	1	\$ 600.00	\$ 600.00	\$ 2,500.00	\$ 2,500.00	\$ 1,500.00	\$ 1,500.00	\$ 500.00	\$ 500.00	\$ 2,033.33	\$ 2,033.33
10	INSTALL PREFORMED SPEED HUMP	EA	1	\$ 8,200.00	\$ 8,200.00	\$ 4,800.00	\$ 4,800.00	\$ 7,500.00	\$ 7,500.00	\$ 8,125.00	\$ 8,125.00	\$ 8,133.33	\$ 8,133.33
11	TRAFFIC STRIPES & PAVEMENT MARKERS & MARKINGS	LS	1	\$ 3,655.00	\$ 3,655.00	\$ 11,155.00	\$ 11,155.00	\$ 8,900.00	\$ 8,900.00	\$ 3,000.00	\$ 3,000.00	\$ 4,166.67	\$ 4,166.67
12	ROADSIDE SIGNAGE	LS	1	\$ 1,100.00	\$ 1,100.00	\$ 2,242.00	\$ 2,242.00	\$ 1,000.00	\$ 1,000.00	\$ 1,250.00	\$ 1,250.00	\$ 1,550.00	\$ 1,550.00
13	LANDSCAPE PRESERVATION AND RESTORATION	LS	1	\$ 3,100.00	\$ 3,100.00	\$ 5,000.00	\$ 5,000.00	\$ 6,000.00	\$ 6,000.00	\$ 3,125.00	\$ 3,125.00	\$ 2,733.33	\$ 2,733.33
EDWARDS STREET CONCRETE IMPROVEMENTS													
14	CONSTRUCT SIDEWALK AT EXISTING BACK OF CURB	SF	2,374	\$ 10.00	\$ 23,740.00	\$ 8.00	\$ 18,992.00	\$ 12.00	\$ 28,488.00	\$ 12.50	\$ 29,675.00	\$ 6.23	\$ 14,797.93
15	CONSTRUCT MONOLITHIC CURB, GUTTER AND SIDEWALK (EDWARDS)	SF	87	\$ 60.00	\$ 5,220.00	\$ 32.00	\$ 2,784.00	\$ 35.00	\$ 3,045.00	\$ 21.49	\$ 1,869.63	\$ 9.40	\$ 817.80
16	CONSTRUCT SEPARATED SIDEWALK WITH RETAINING CURBS AT RAMPS (EDWARDS)	SF	428	\$ 21.00	\$ 8,988.00	\$ 32.00	\$ 13,696.00	\$ 20.00	\$ 8,560.00	\$ 31.00	\$ 13,268.00	\$ 8.28	\$ 3,545.27
17	REMOVE & REPLACE CURB & GUTTER	LF	12	\$ 237.00	\$ 2,844.00	\$ 48.00	\$ 576.00	\$ 120.00	\$ 1,440.00	\$ 58.75	\$ 705.00	\$ 42.00	\$ 504.00
18	REMOVE AND REPLACE CURB, GUTTER AND SIDEWALK WITH CASE C ACCESS RAMP INCLUDING VALLEY GUTTER APRON	EA	2	\$ 5,505.00	\$ 11,010.00	\$ 3,800.00	\$ 7,600.00	\$ 6,850.00	\$ 17,700.00	\$ 9,250.00	\$ 18,500.00	\$ 5,633.33	\$ 11,266.67
19	CONSTRUCT HEAVY DRIVEWAYS	SF	1,334	\$ 12.00	\$ 16,008.00	\$ 24.00	\$ 32,016.00	\$ 17.00	\$ 22,678.00	\$ 25.00	\$ 33,350.00	\$ 8.43	\$ 11,250.07
HEMENWAY STREET CONCRETE IMPROVEMENTS													
20	REMOVE & REPLACE CURB & GUTTER	LF	55	\$ 130.00	\$ 7,150.00	\$ 48.00	\$ 2,640.00	\$ 70.00	\$ 3,850.00	\$ 45.00	\$ 2,475.00	\$ 41.87	\$ 2,302.67
21	CONSTRUCT MONOLITHIC CURB, GUTTER AND SIDEWALK (HEMENWAY)	SF	1,205	\$ 14.00	\$ 16,870.00	\$ 32.00	\$ 38,560.00	\$ 20.00	\$ 24,100.00	\$ 30.00	\$ 36,150.00	\$ 10.07	\$ 12,130.33
22	CONSTRUCT SEPARATED SIDEWALK (HEMENWAY)	SF	3,715	\$ 8.00	\$ 29,720.00	\$ 8.00	\$ 29,720.00	\$ 10.00	\$ 37,150.00	\$ 14.50	\$ 53,867.50	\$ 6.38	\$ 23,714.00
23	CONSTRUCT LIGHT DRIVEWAYS	SF	508	\$ 16.00	\$ 8,128.00	\$ 24.00	\$ 12,192.00	\$ 17.00	\$ 8,636.00	\$ 17.50	\$ 8,890.00	\$ 9.88	\$ 5,020.73
24	CONSTRUCT 4-FOOT WALKWAY (HEMENWAY)	SF	300	\$ 20.00	\$ 6,000.00	\$ 10.00	\$ 3,000.00	\$ 14.00	\$ 4,200.00	\$ 10.00	\$ 3,000.00	\$ 6.13	\$ 1,840.00
TOTAL =				\$	188,270.00	\$	218,887.00	\$	227,287.00	\$	255,763.13	\$	139,591.28



**JOINT CITY COUNCIL/PLANNING COMMISSION WORKSHOP
STAFF REPORT**

TO: Honorable Mayor and Council Members, Chairman and
Commission Members

DATE: July 29, 2008

THROUGH: John W. Donlevy, Jr., City Manager 

FROM: Kate Kelly, Contract Planner 

SUBJECT: **Joint Planning Commission/City Council Workshop to Receive
Public Comment and Provide Direction to Staff and Consultant
Team on the Draft DowntownCode.**

Recommendation: Receive presentation from staff and consultants on the draft DowntownCode. Hold a joint Planning Commission/City Council Workshop to receive public comment on the draft DowntownCode. Provide direction to staff and consultants on the draft DowntownCode so it may be prepared for hearings.

Background: 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 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.

To kick-off the process, the City held two informational workshops on Form Based Codes in late January 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 feedback received at the January workshops, the consultants and staff prepared a draft Code for the Downtown Master Plan Area called the DowntownCode.

The draft DowntownCode was introduced to the Community at a workshop on July 2nd which nearly two dozen community members attended. A cd of the draft DowntownCode as well the At-A-Glance sheets was distributed to those in attendance.

The draft DowntownCode 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 Chamber of Commerce. Staff also did a brief presentation on the Code at the Chamber's July 11th meeting. No comments on the draft DowntownCode have been received from community members or any other interested parties as of the drafting of this Staff Report.

Draft DowntownCode: The proposed draft DowntownCode would be incorporated into the City Zoning Ordinance as Chapter 17.58 and would become the Zoning Code for the Downtown Master Plan Area. The Downtown Master Plan Area is primarily situated along Main Street (from Second to Elliot) and Railroad Avenue (from Wolfskill Street to Grant Avenue) and includes portions of Abbey, East Abbey, East Edward, East Baker, and Wolfskill Streets. It encompasses approximately 50 acres including the historic commercial downtown core.

The purpose of the DowntownCode is to establish unique allowed use and development standards for the Downtown Master Plan 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.

It anticipated that the DowntownCode would be adopted via a General Plan Amendment and a rezone of the Downtown Master Plan area. The City's Zoning Map will also be revised to incorporate the Regulating Plan shown in Figure 17.58-1. Should the Council and Commission be supportive of the draft DowntownCode at this workshop, staff anticipates refining it based on direction received during this Workshop and bringing it back for adoption in the early Fall.

The DowntownCode is comprised of eight sections which include definitions, a regulating plan, street typologies and standards, allowed use regulations, development standards, architectural and design standards, parking standards, and sign standards. 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 DowntownCode to be user friendly and to simplify and streamline the development process in the Downtown Master Plan area.

Staff and the consultants are seeking feedback and direction on the DowntownCode and At-A-Glance sheets as a whole and in particular:

- the Regulation Plan shown in Figure 17.58-1
- allowed uses delineated in Section 17.58.050 and Table 17.58-2
- parking standards in Section 17.58.060.G and Table 17.58-8

- signage guidelines in Section 17.58.060.H and Table 17.58-9
- Architectural and Design Standards in Section 17.58.070

Do the standards and guidelines in the DowntownCode support, implement and forward the goals and objectives for the Downtown Master Plan Area? Are there any refinements or additional standards which should be addressed in the DowntownCode?

ENVIRONMENTAL ASSESSMENT:

Once the draft DowntownCode had been finalized based upon direction received from the Council and Planning commission at this Workshop, staff will conduct the required CEQA review and prepare the appropriate documentation. An Initial Study/Negative Declaration is the anticipated document and action at this time.

ATTACHMENTS:

Draft DowntownCode
At-A-Glance Sheets

CITY OF WINTERS DOWNTOWNCODE

CHAPTER 17.58: DOWNTOWNCODE **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 DowntownCode
- 17.58.030 DowntownCode 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

CITY OF WINTERS DOWNTOWN CODE

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 DowntownCode) 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 DOWNTOWNCODE

A. Defining the DowntownCode. The DowntownCode 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 DowntownCode 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.

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

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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 DowntownCode 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 DowntownCode.

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 DowntownCode. Amendments to the DowntownCode 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 DowntownCode, the designated approving authority shall, in addition to any other findings required by this Zoning Code, make the following findings:

- a. **Development Application** – That the proposed development complies with the regulations of the DowntownCode, promotes the

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spirit of the Downtown by integrating into the fabric of its DNA and complementing the architectural quality of the Downtown.

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

17.58.030 DOWNTOWN CODE DEFINITIONS

The following terms are used throughout the DowntownCode 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'.

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.

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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.)

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

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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.)

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.)

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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.)

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.)

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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.

2. **Railroad Street** – Railroad Street was traditionally lined with packing sheds for rail-transported goods. Due to its industrial past, Railroad Street benefits from larger lots than Main Street. Currently, this area is in

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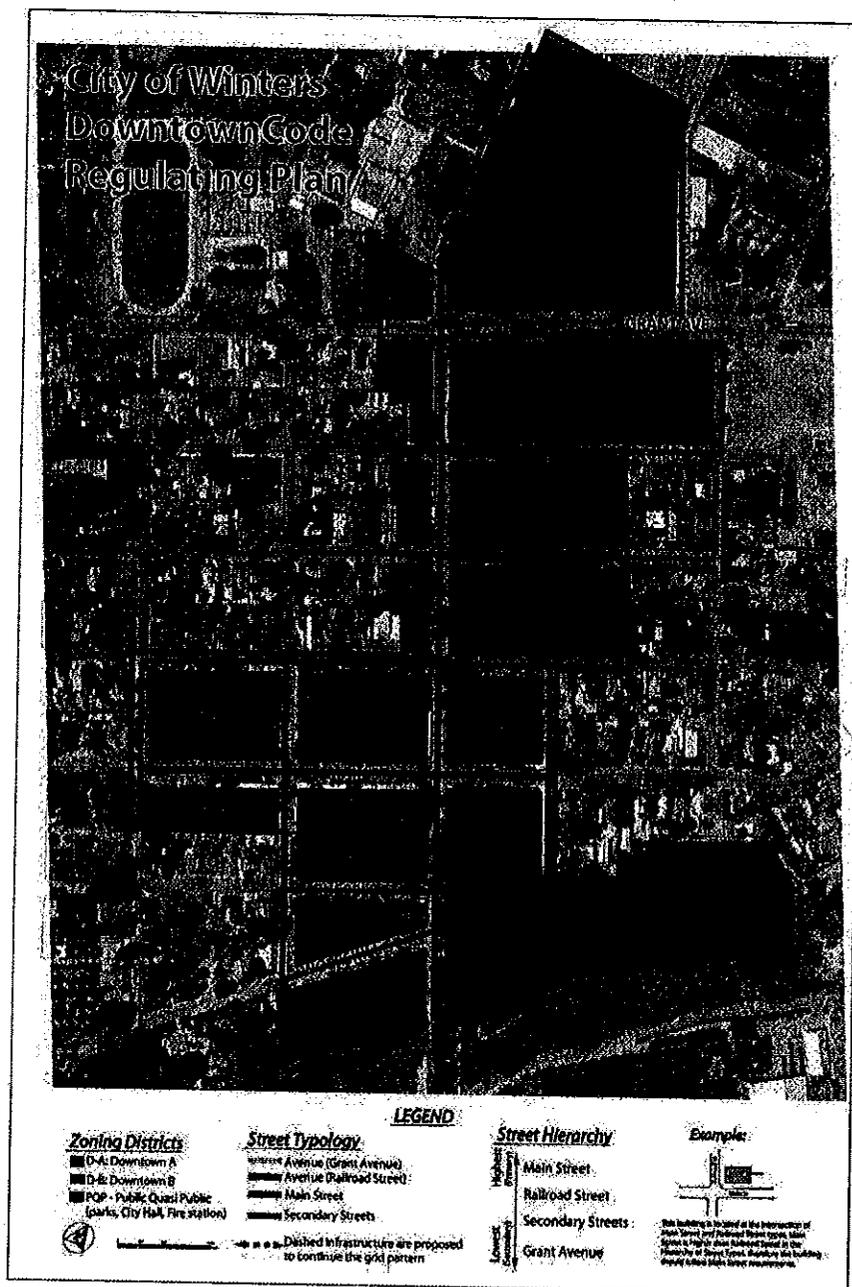
transition and will eventually sustain mixed-use commercial, live/work, and residential infill development.

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 Street). 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/ Grand Avenue	Avenue/ Railroad Avenue	Main Street	Secondary Streets	Alley	Passo
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. 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

Use	Main Street	Railroad Street		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
Commercial Recreation and Entertainment	C ¹	C ¹	C	N	N	P ¹	C ¹
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

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Use	Main Street	Railroad Street		Secondary Street		Grand Avenue	
		D/A	D/B	D/A	D/B	D/A	D/B
Neighborhood Commercial	N	N	P	N	P	N	N
Offices	P ³	P ³	P	P	C	P	P
Retail Commercial	P ¹	P ¹	P ¹	P ¹	N	P ¹	P ¹
Sit-Down Restaurants	P ¹	P ¹	C ¹	C ¹	N	P ¹	C ¹

Notes:

1. Alcohol sales permitted on premises.
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. 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).

3. 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).

4. 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.

5. 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.

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6. 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.

7. 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.

8. 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).

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

10. 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).

11. 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),

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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.

12. 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.

An important initiative of the Winters DowntownCode 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).

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2. Area-Wide Height Requirements and Exceptions. Refer to Section 17.58.050.B and Table 17.58-3 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 28 dwelling units per acre.

4. Area-Wide Maximum Allowable Commercial Development. There is no maximum amount specified for allowable commercial development in 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 Street		Secondary Streets		Grant Avenue	
		D/A	D/B	D/A	D/B	D/A	D-B
	45'	45'	45'	35'	35'	45'	45'

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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.

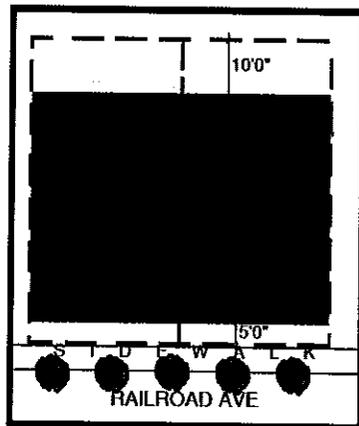
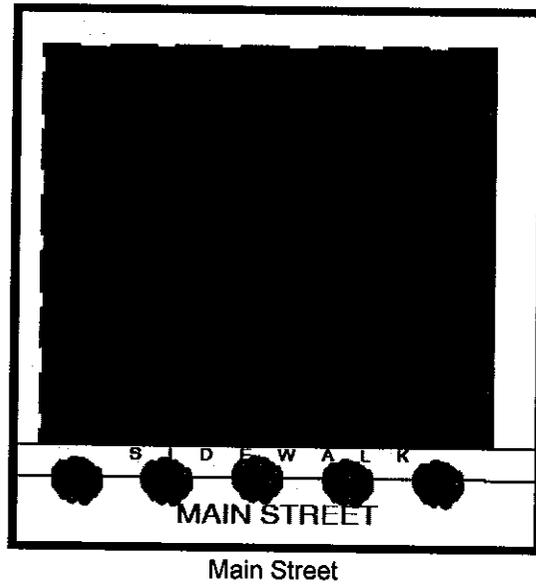
TABLE 17.58-4: SETBACK REQUIREMENTS

Building Placement	Main Street	Railroad Street		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'

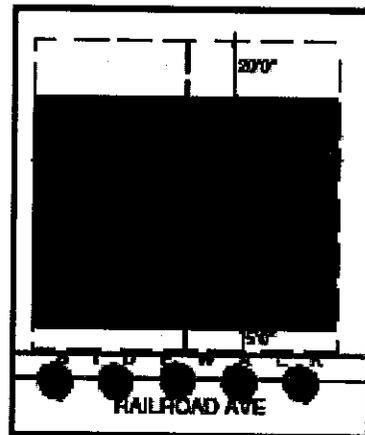
*"Build To" lines are defined as the edge where the public right-of-way ends and the private property boundary begins.

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FIGURE 17.58-10: BUILDING PLACEMENT

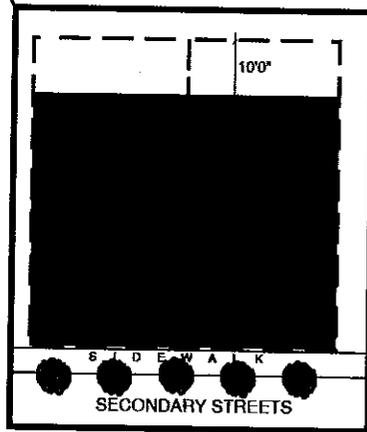


Railroad D-A

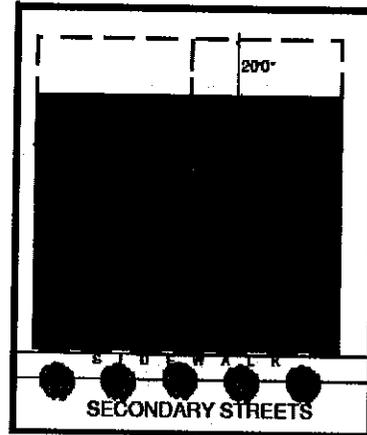


Railroad D-B

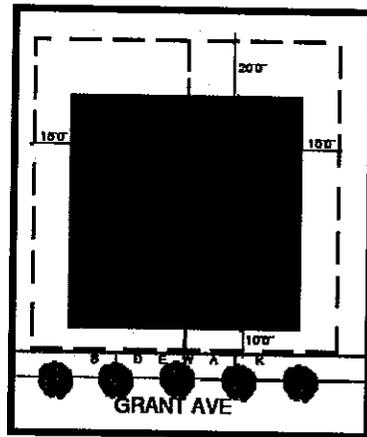
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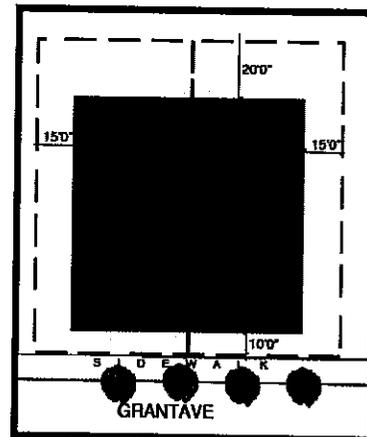
Secondary D-A



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.

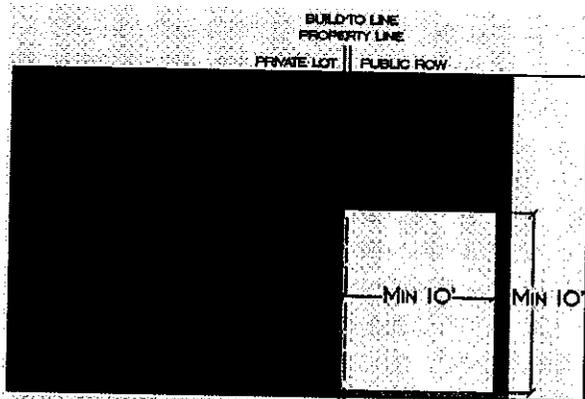
TABLE 17.58-5: ALLOWED FRONTAGE TYPES

Allowed Frontage Type	Main Street	Railroad Street		Secondary Street		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		

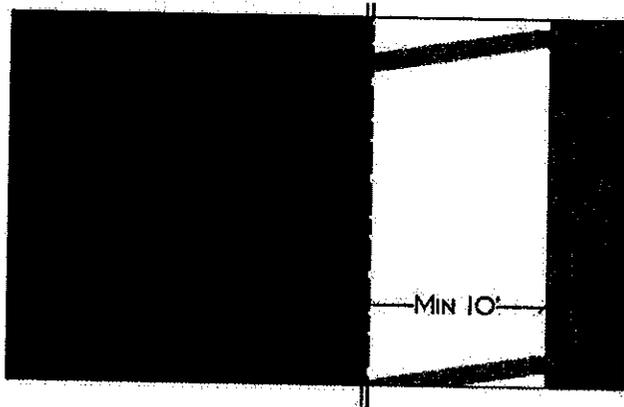
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ARCADE

Section



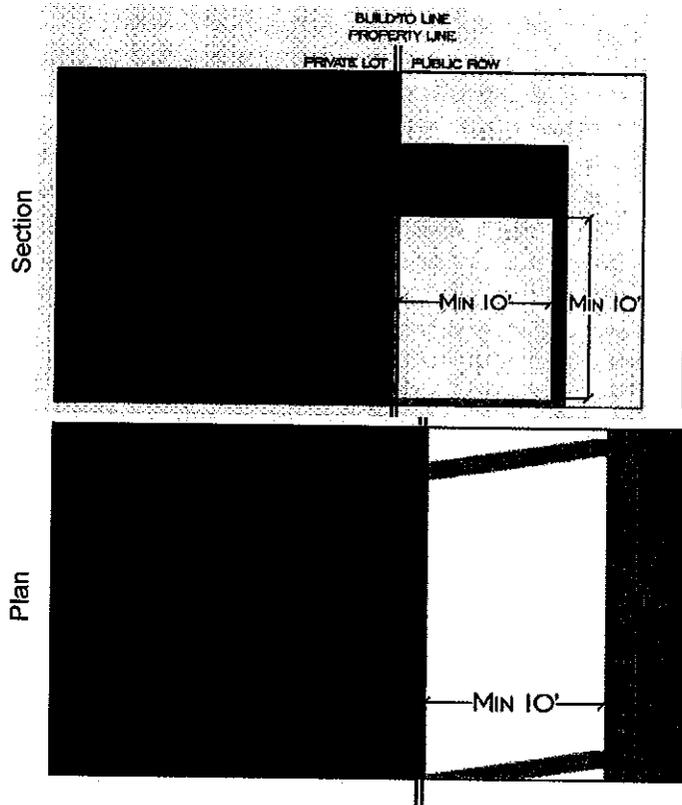
Plan



- 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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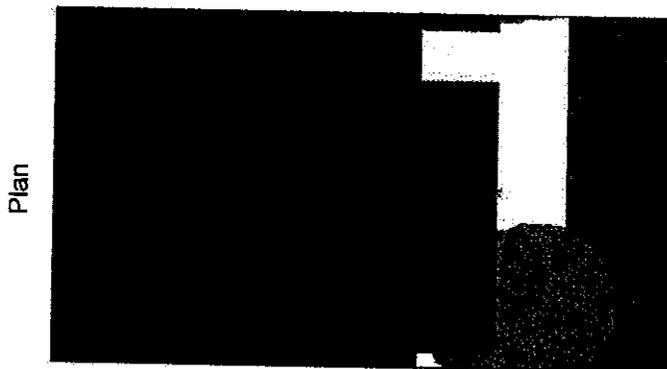
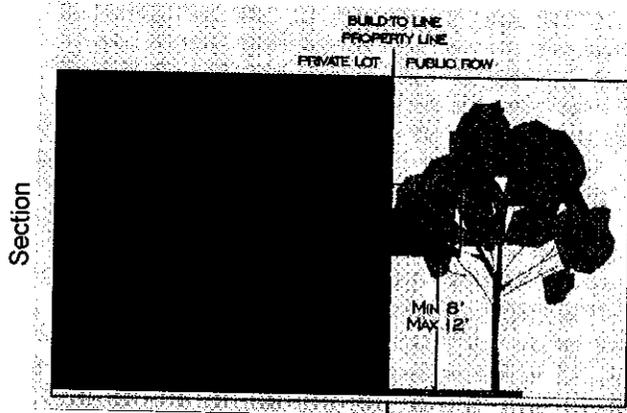
GALLERY



- 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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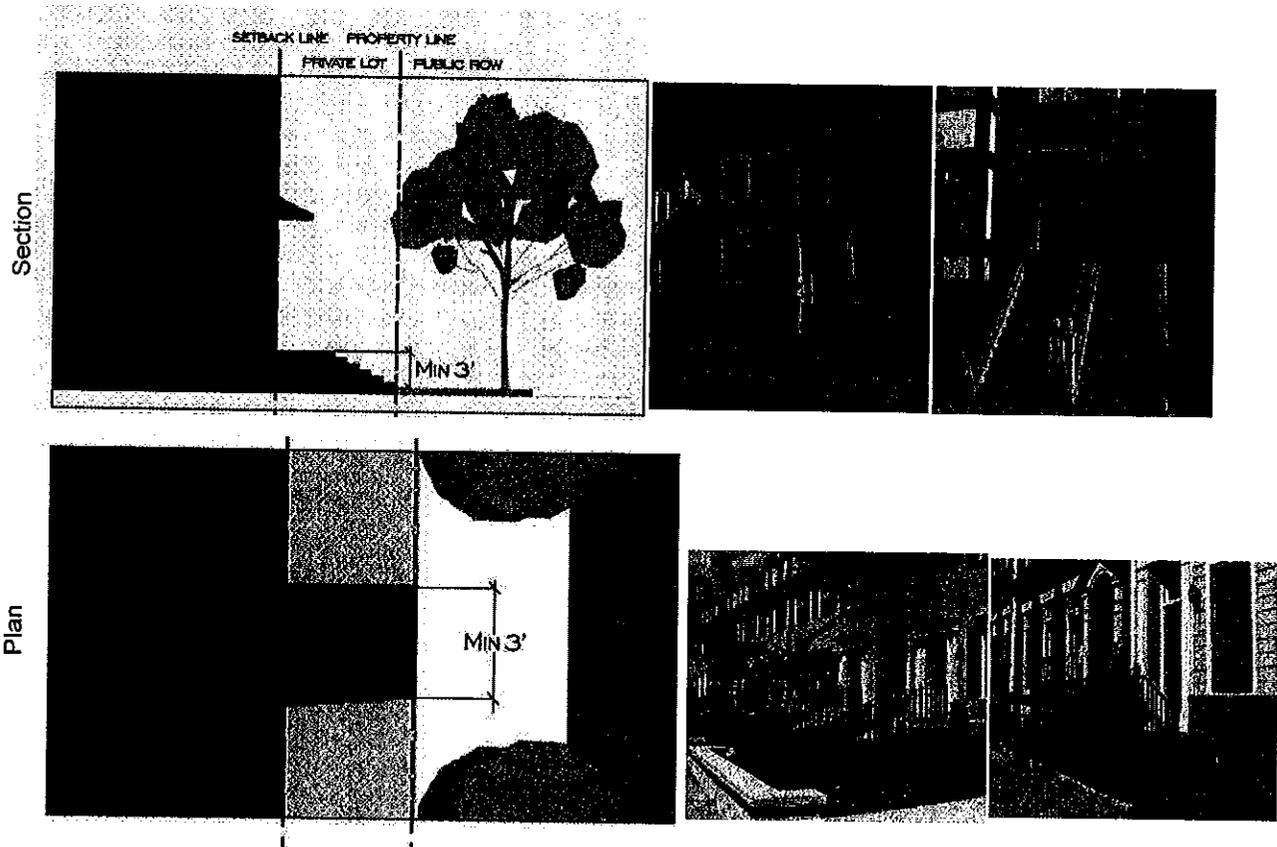
STOREFRONT



- 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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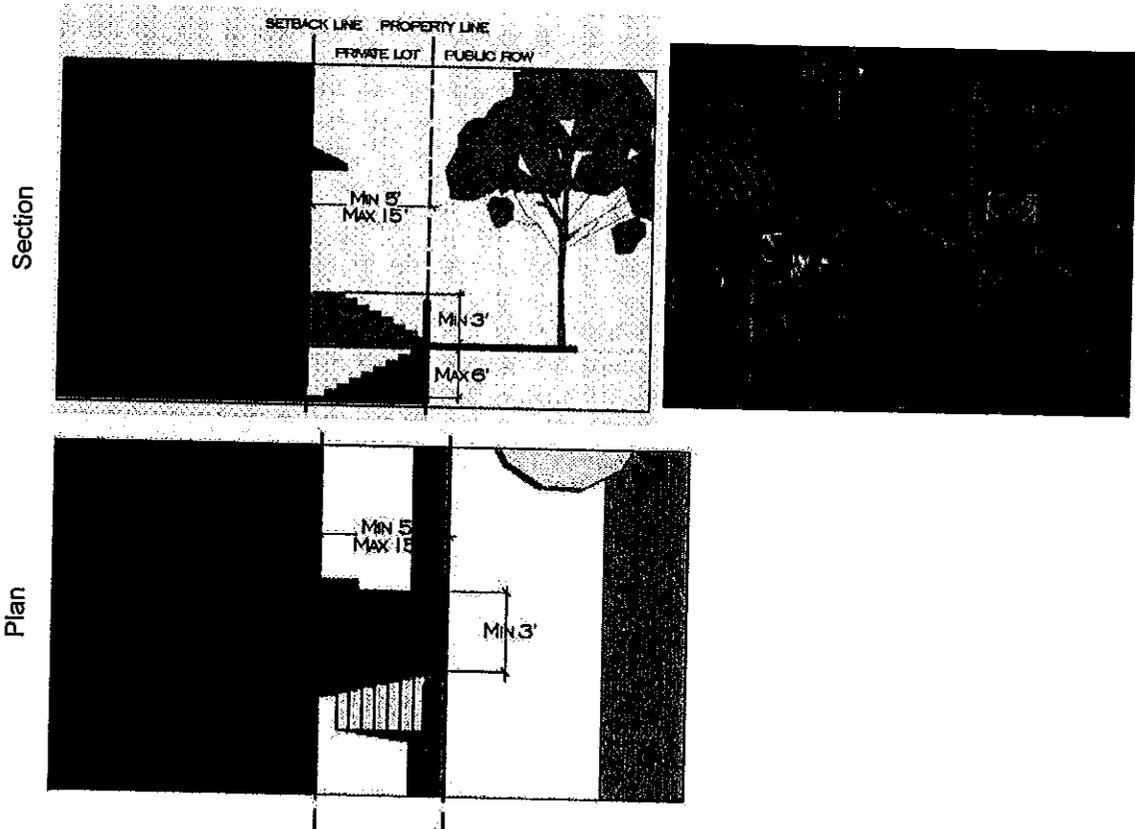
STOOP



- 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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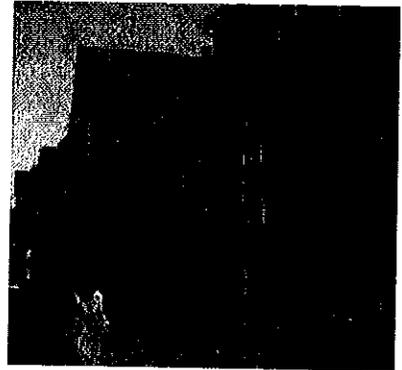
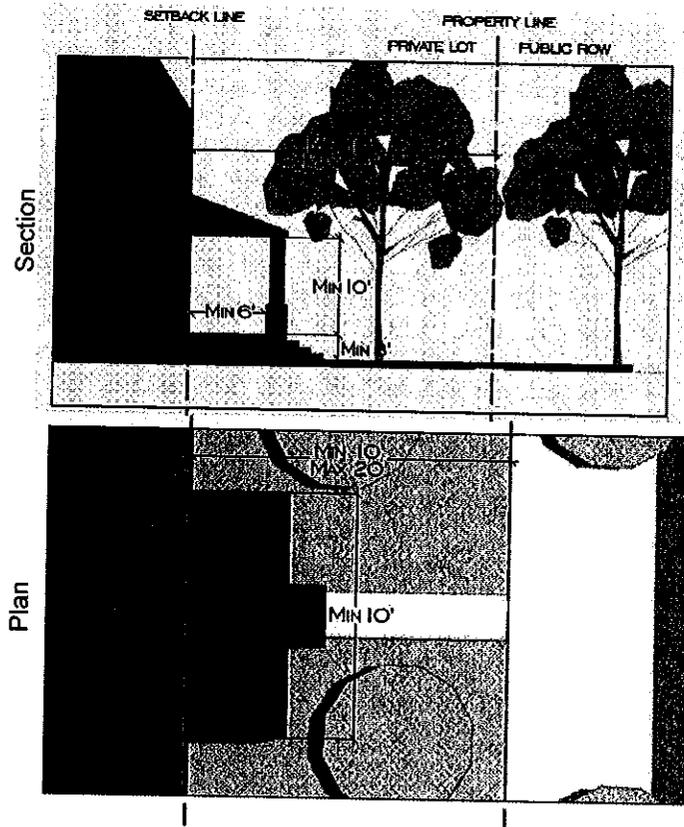
DOOR YARD/ TERRACE



- 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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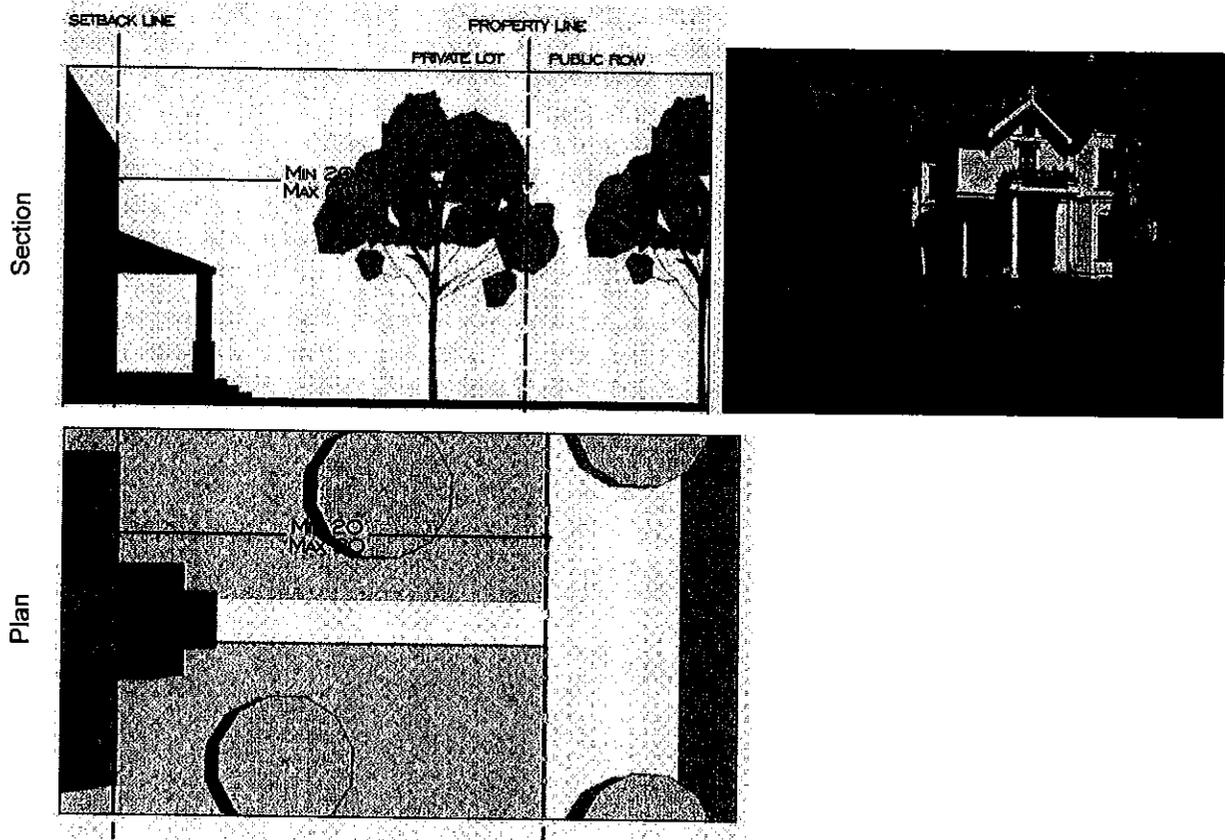
PORCH



- 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.

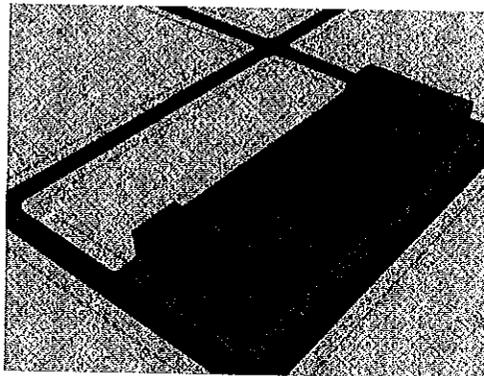
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E. Building Types: The following building types are intended to provide a variety of flexible building styles appropriate for the small town character of Winters that can be used to guide future development. Allowed building types in the different 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 Street		Secondary Streets		Grant Avenue	
		D-A	D-B	D-A	D-B	D-A	D-B
Half Block Liner	X	X	X	X	X	X	X
Infill	X	X	X	X	X	X	X
Terraced		X	X	X	X	X	X
Front Yard Housing					X		
Rowhouse			X		X		
Courtyard Housing			X		X		

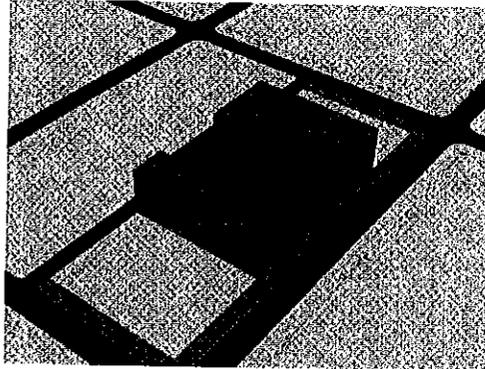
1. Half Block Liner. An attached building with a frontage of approximately one-third to one-half the length of a Downtown block, and zero side yard setbacks. It is used for mixed-use, residential, and commercial development.



Half-Block Liner

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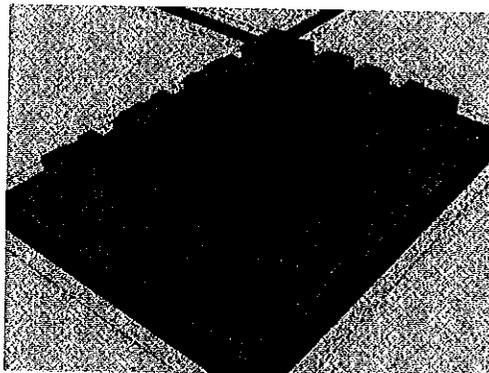
2. **Infill.** An attached building with a frontage that is less than one-third the length of a Downtown block, and zero side yard setbacks. It is used for mixed-use, residential, and commercial development.



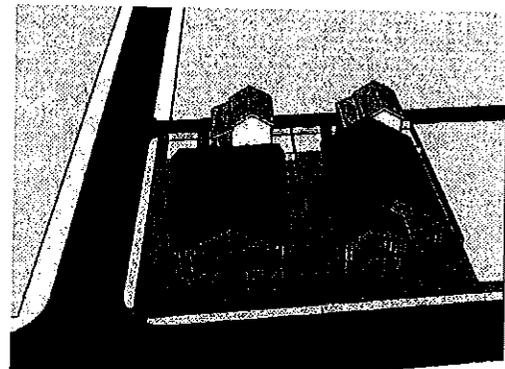
Infill Lot

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.



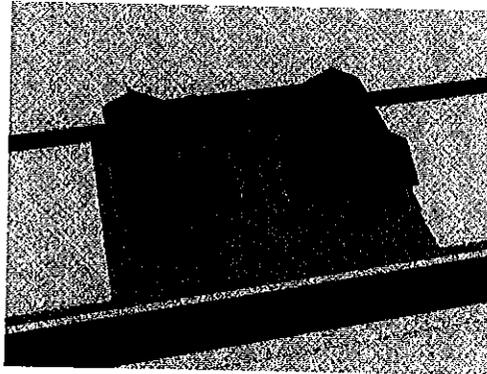
Terraced Lot



Front Yard Housing

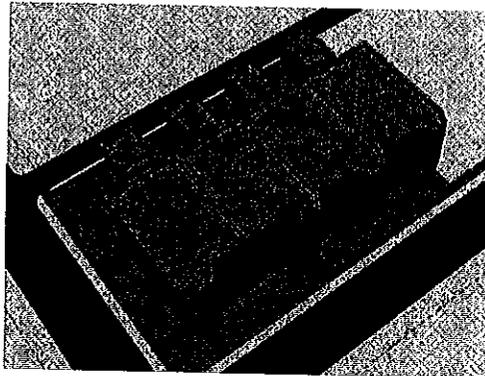
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5. Rowhouse. Two or more detached two- or three-story dwellings with zero side yard setbacks. A Rowhouse may be used for non-residential purposes



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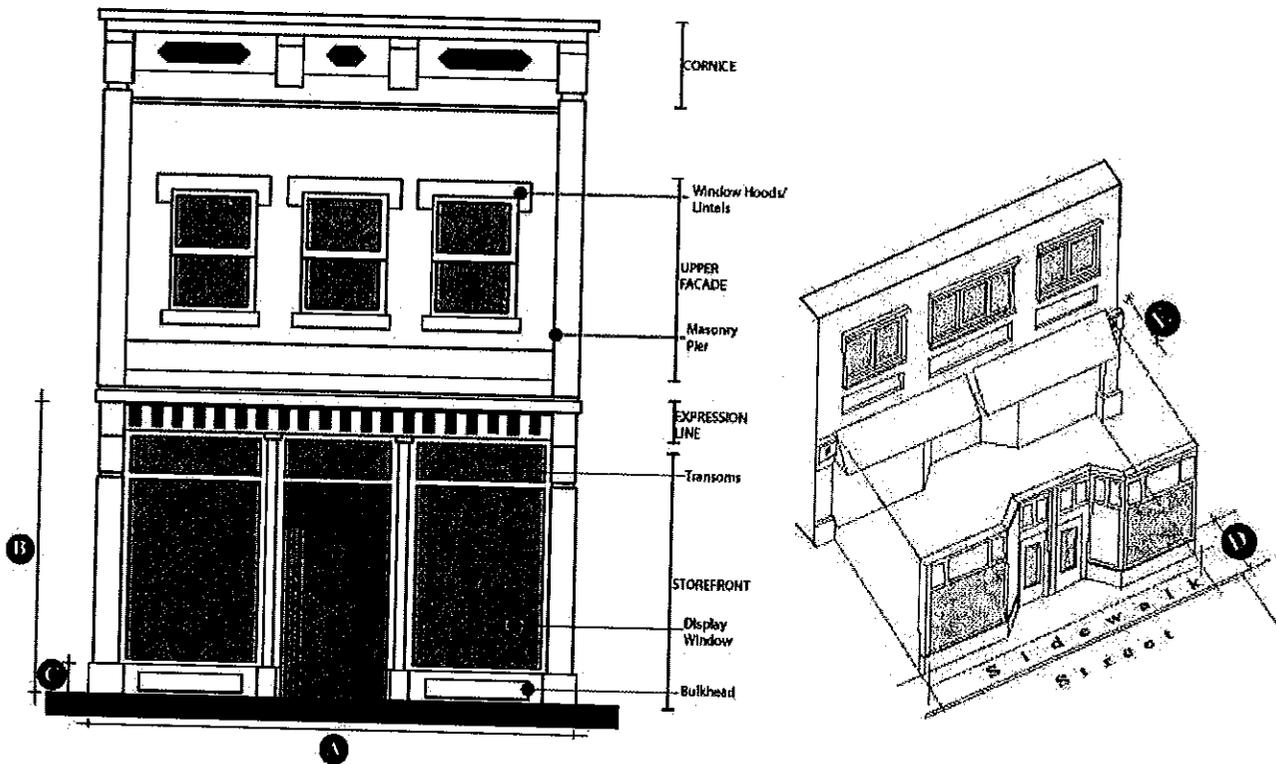
and the bottom of the street level display windows. It is typically constructed of stone, brick, or concrete.

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 Standard	
Ⓐ	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.

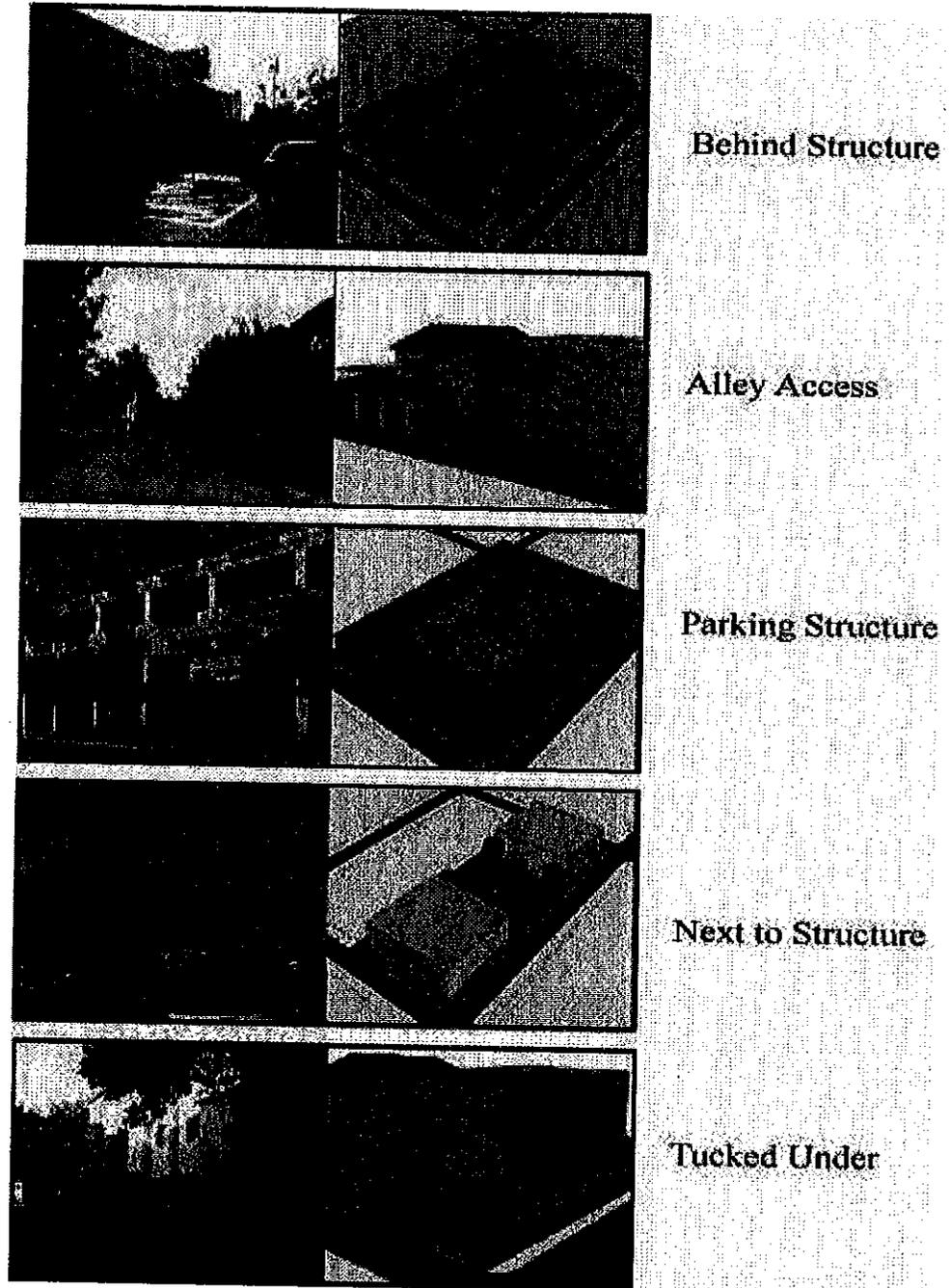
1. Allowable Parking Types. Allowable parking types listed in Table 17.58-8 and defined below. An "A" means that the parking type is allowed; a "P" means that the parking type is preferred and highly encouraged. A blank cell means that the parking type is not allowed.

TABLE 17.58-8: PARKING

Allowed Parking Types	Main Street	Railroad Street		Secondary Streets		Grant Avenue	
		D/A	D/E	D/A	D/E	D/A	D/E
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							
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	

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FIGURE 17.58-11: PARKING TYPES



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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 Street		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
Canopy Sign	A	A	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
Business Directional Sign	A	A	A	A	A	A	A

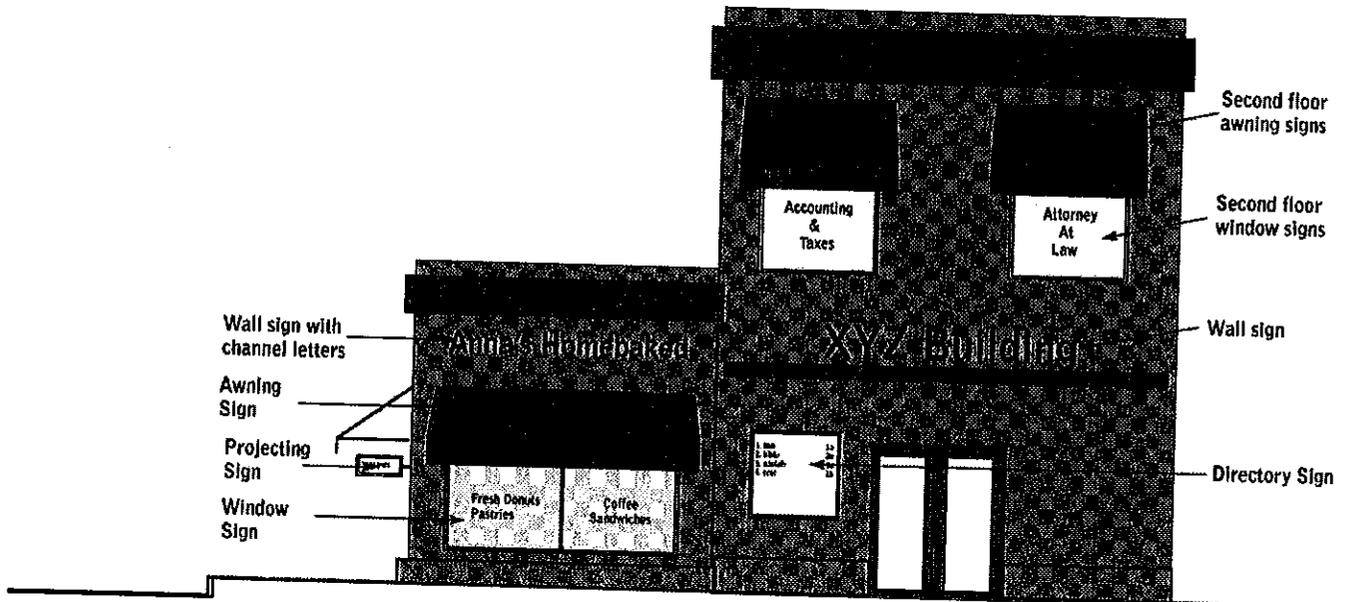
Notes:

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. Free-standing Sign. One 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.

c. Marquee Sign. One marquee sign per building occupant which does not exceed five square feet in area or is located lower than seven-feet, six-inches above the grade level below it. No sign may be placed upon the roof of a marquee.

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. Multistory Building 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.

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.

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

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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.

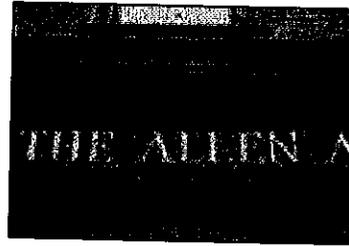
i. Paper and cloth signs are appropriate for interior temporary use only and are not permitted on the exterior of a building.

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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.

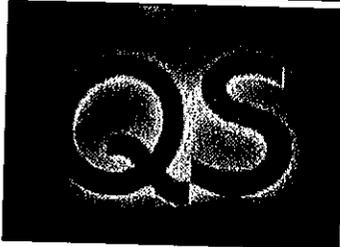
Sign Tips: Legibility

- 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.

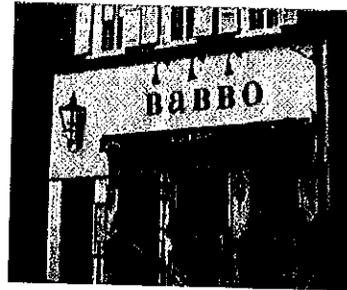
e. Sign Illumination

- 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.

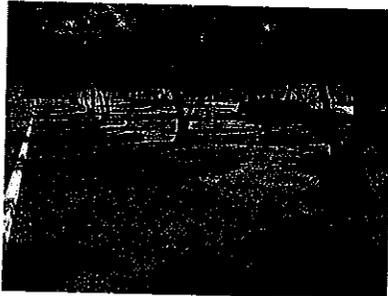
- a. **Street Trees.** Street trees shall be provided every 30 feet on center within the required landscape area. Tree selection shall be

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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.

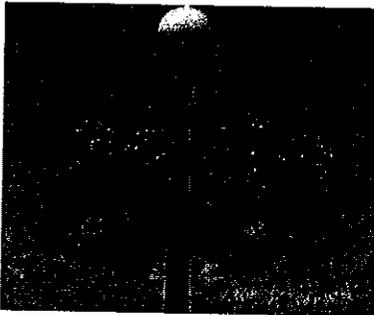
iv. Trees and landscaping installed in parking lots should be protected from vehicle damage by a minimum six-inch tall concrete curb surrounding the planter area. Planter barriers to protect landscaping should also be designed with intermittent curb cuts to allow parking lot runoff to drain into landscape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

e. Pots and Planters

i. Boxed and container plants in decorative planters of ceramic, terra cotta, wood, metal, 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.

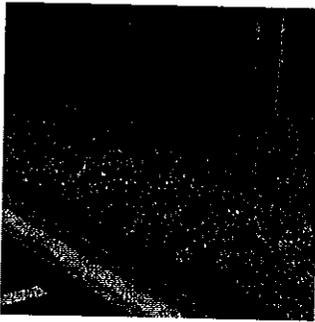
iii. Hanging flower baskets enhance the beauty of the Downtown. Lamp posts should include supports and irrigation systems for hanging flower baskets. Flower baskets may also hang from buildings, such as on arcades, galleries, porches, and other frontage types, provided that supports are architecturally consistent with the building and irrigation systems are included.



Hanging baskets beautify the Downtown.

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f. Water Quality and Urban Runoff. 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 the Downtown is of particular concern. The use of bioswales and landscaped water quality basins represent the preferred approach to urban runoff and stormwater quality control throughout Downtown, particularly in the D-B zone. 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 is recommended). Final design of bioswales shall be subject to approval of 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

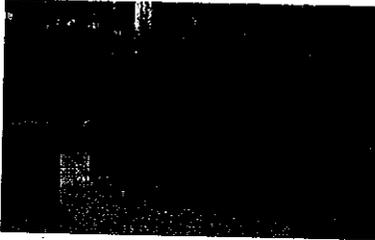
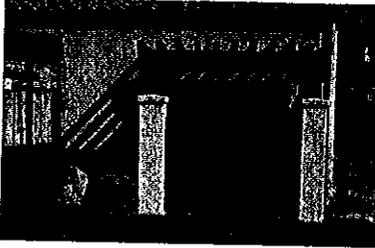
a. Commercial uses shall reduce potential nuisances to adjoining residential property by locating trash enclosures, loading areas, and restaurant vents away from residential uses and by proper screening of utilities and equipment.

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.

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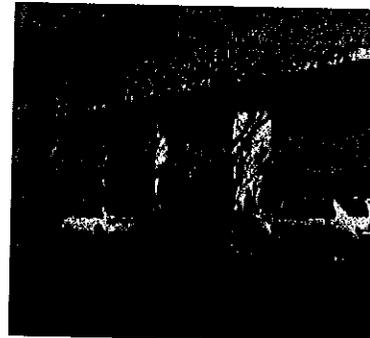
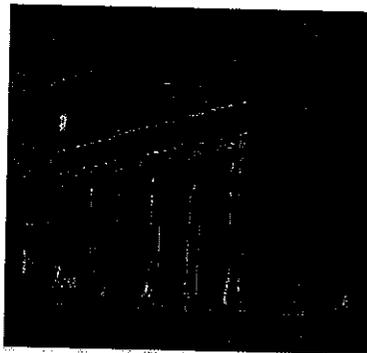
Buildings at street corners should be oriented to both intersecting streets with a building entrance fronting directly onto the corner

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

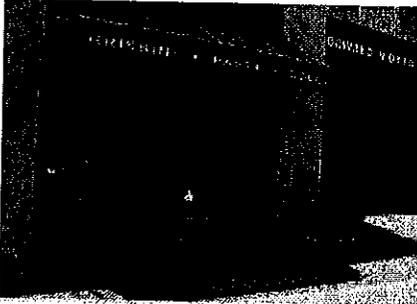
a. Awnings and overhangs should be used in conjunction with street trees to provide shade for pedestrians.

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

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

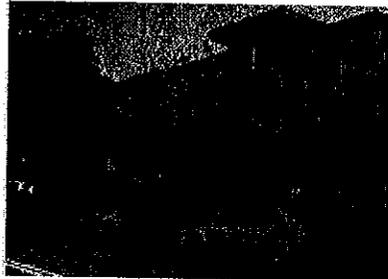
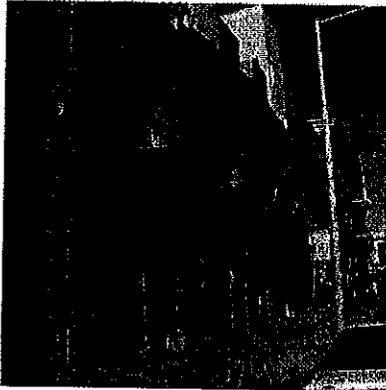
2. Building Height, Form, and Mass

- 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.

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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.

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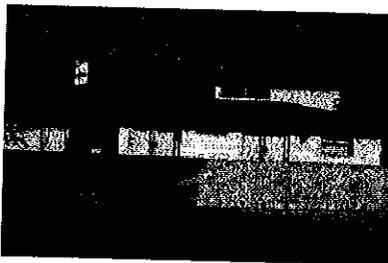
- l. In no case shall any façade consist of a blank wall.

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

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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

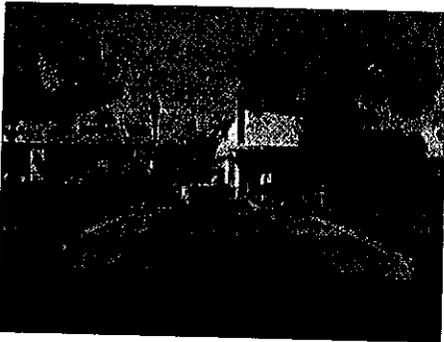
- h. Mixed-use commercial developments that contain residential units on the upper levels shall utilize materials with known vibration and sound-reduction qualities in order to minimize noise impacts.
- i. Corrugated metal is an acceptable building material as long as it is not visible from a public 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

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greens. A wide variety of colors should be used, and accent colors are encouraged.

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.

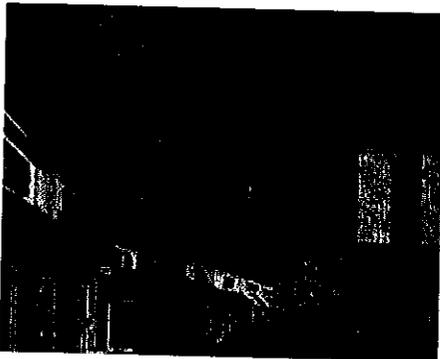
b. The City recognizes the unique development constraints for corporate retailers to accommodate the sales volume and vehicle parking demand of its users. The City encourages creative design solutions for franchise retail development to minimize the "one size fits all" look of corporate architecture.

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.

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.



Provide adequate security lighting for pedestrians

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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

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.

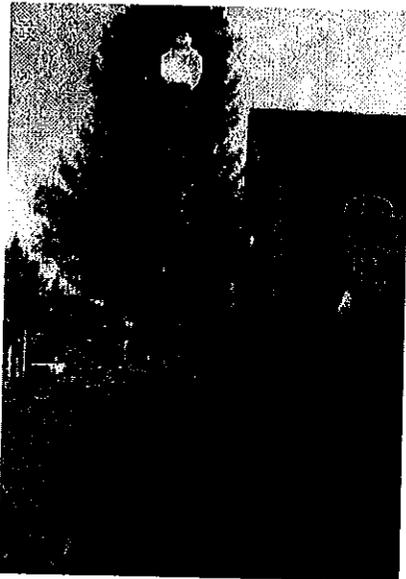
d. Exterior lighting shall be sited and installed in a manner to minimize glare and light spillage beyond property lines. Outdoor light fixtures shall be the lowest wattage necessary to accomplish adequate lighting. Lighting shall be downlit, shielded, and directed away from areas not intended to be 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.

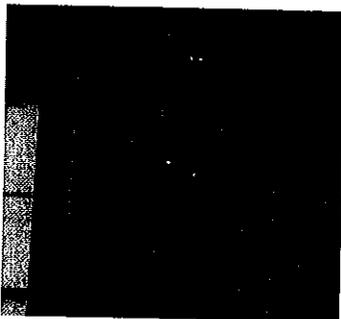
f. Lighting should improve visual identification of residences and businesses and create an inviting atmosphere for passersby.

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.

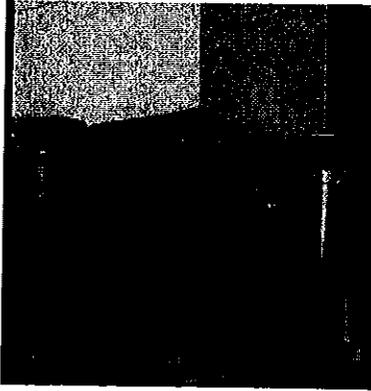


Lighting should provide security and visual interest



Lighting directed downward (downlit) with shielding

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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

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.

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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 DOWNTOWN CODE

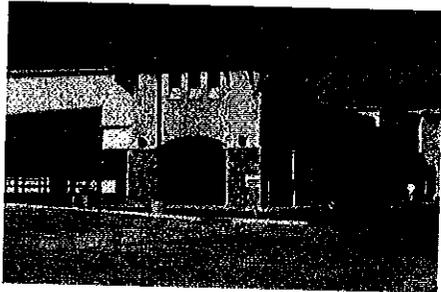
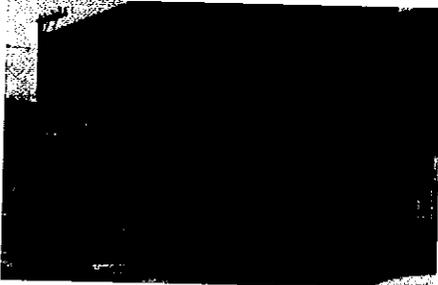
2. No person shall place, erect, install, service, stock or maintain any newspaper rack or courtesy bench which obstructs or intrudes upon, in whole or in part, any public right-of-way. A minimum of 4 feet of clear walkway must be maintained.
3. Newspaper racks shall not be located directly in front 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 DOWNTOWN CODE

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.



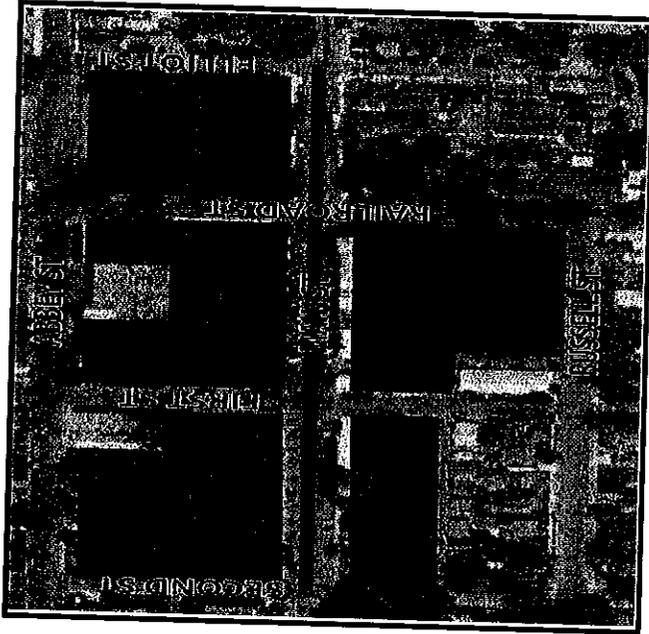
Appropriately maintained storefronts

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.

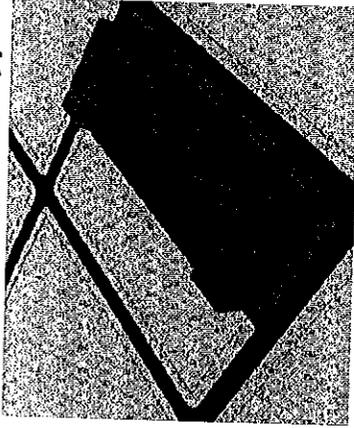
1. MAIN STREET

CITY OF WINTERS - DOWNTOWN CODE

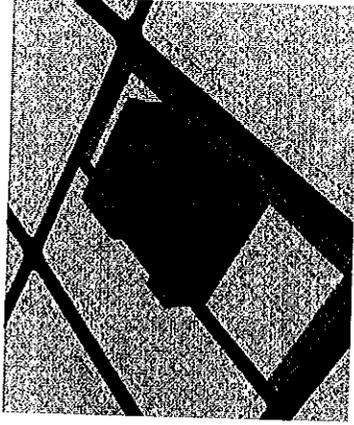
Key Map (see Section 17.58.040)



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

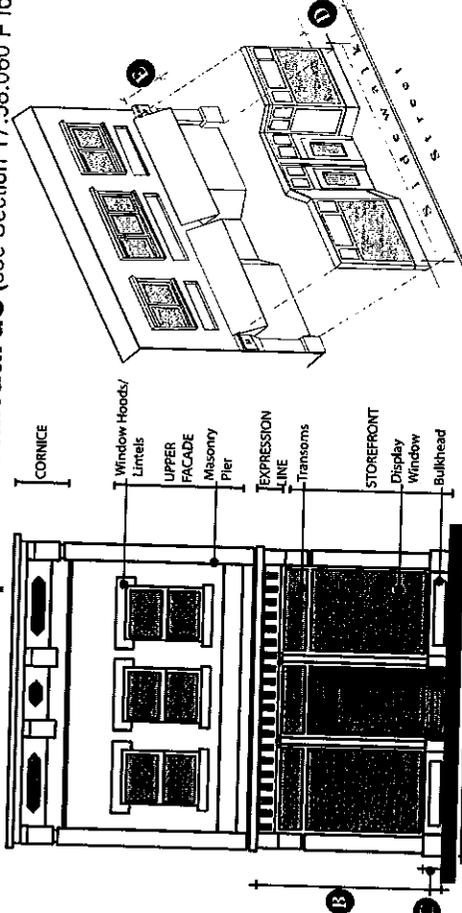


Half-Block Liner



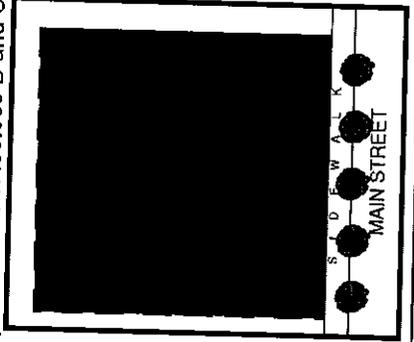
Infill Lot

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



Storefront Standards	
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)

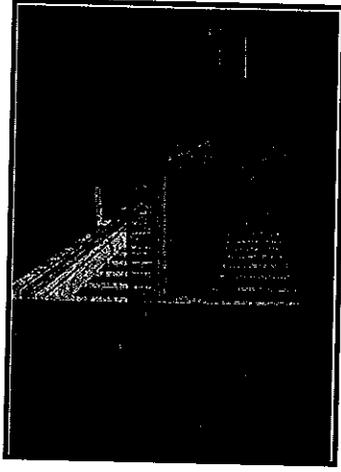
28 dwelling units per acre

1. MAIN STREET CITY OF WINTERS - DOWNTOWN CODE

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



Arcade

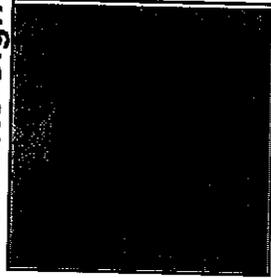


Gallery

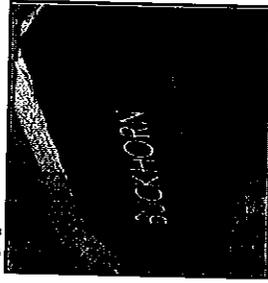


Storefront

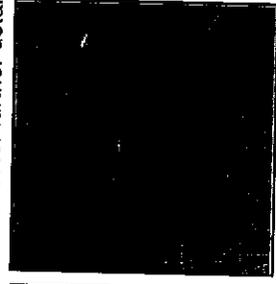
Allowable Sign Types (see Section 17.58.060 H for further detail)



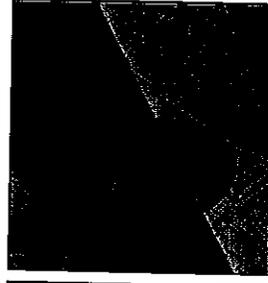
Wall



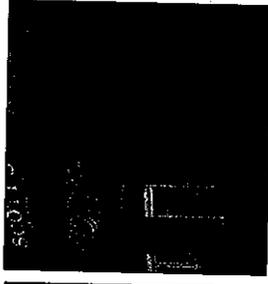
Awning/Canopy



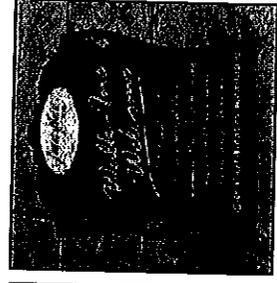
Window



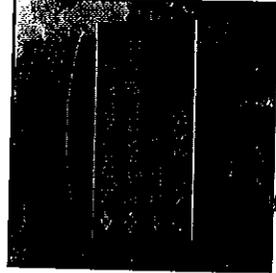
Projecting



Figurative



A-Frame Sidewalk

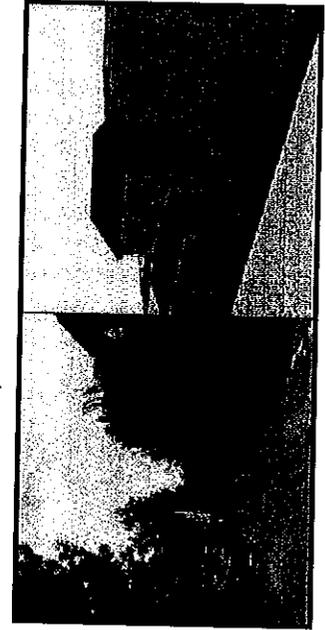


Directional/
Wayfinding

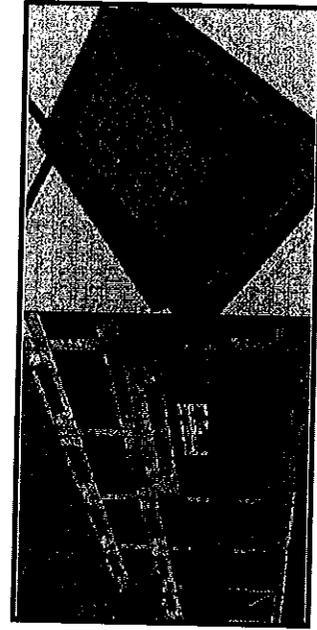
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access

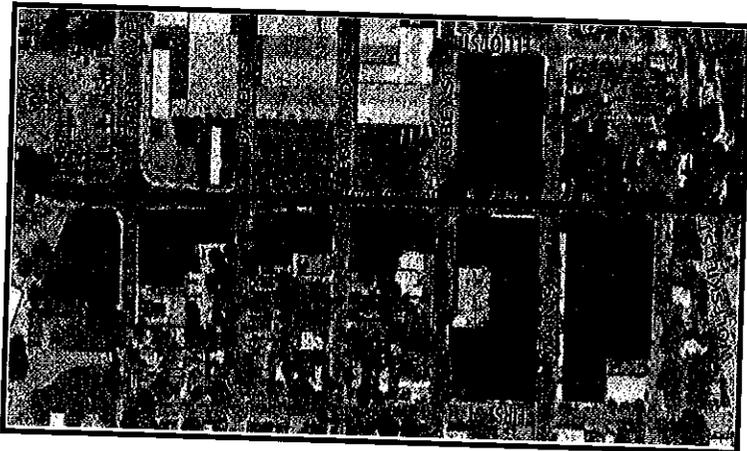


Parking Structure

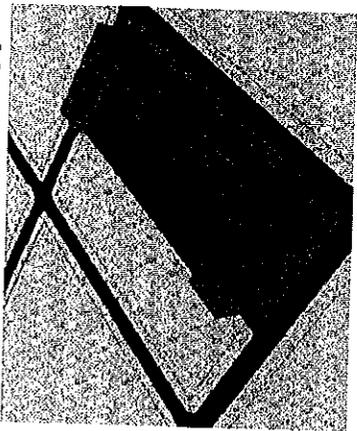
2. RAILROAD AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

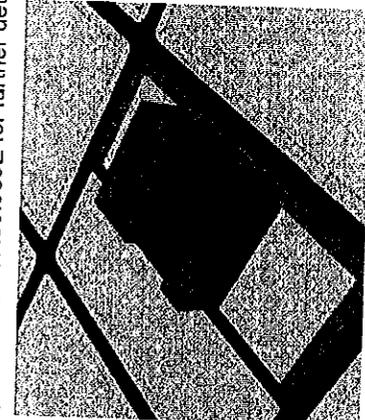
Key Map (see Section 17.58.040)



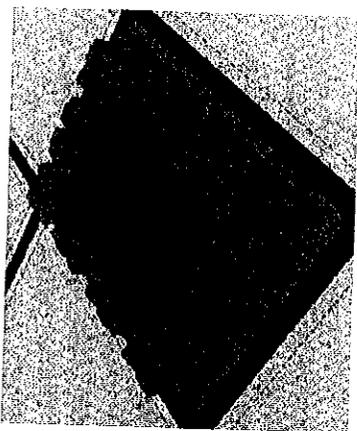
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

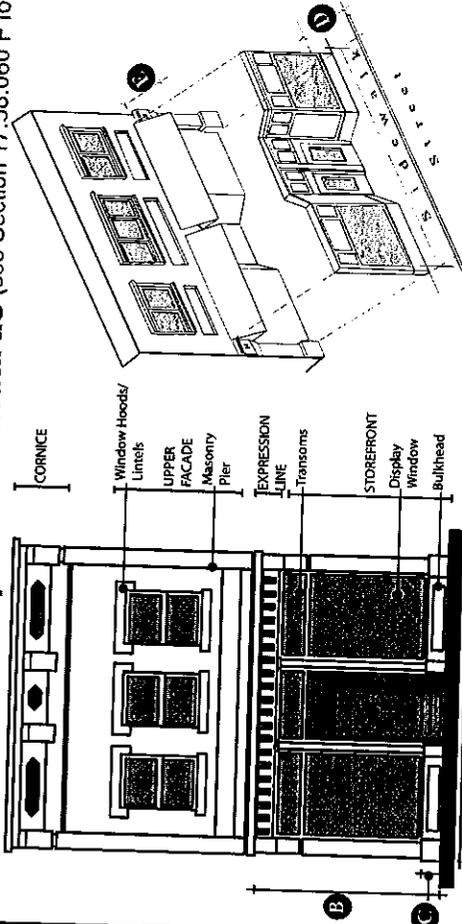


Infill Lot



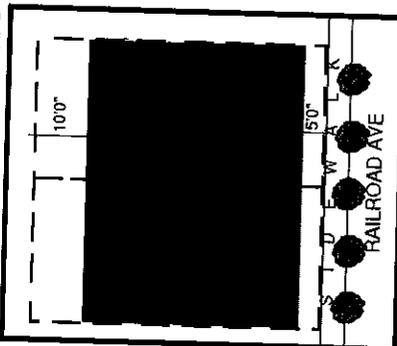
Terraced Lot

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

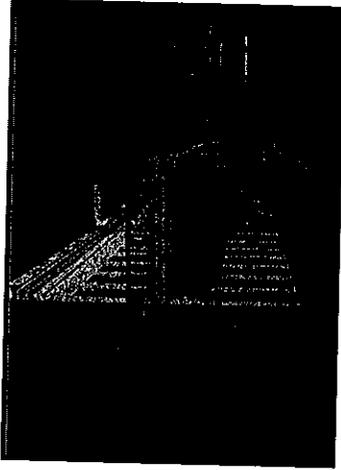
2. RAILROAD AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

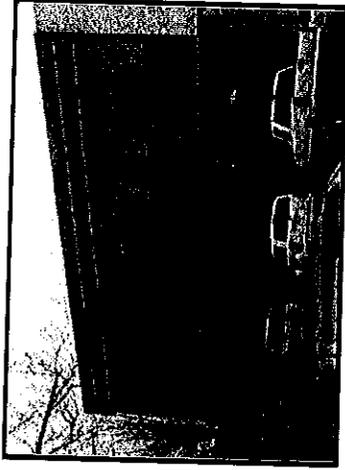
Allowable Building Frontage Types (see Section 17.58.060 D for further detail)



Arcade

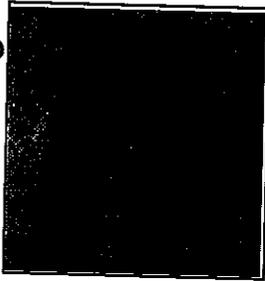


Gallery

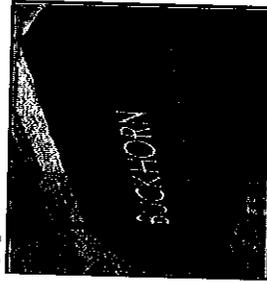


Storefront

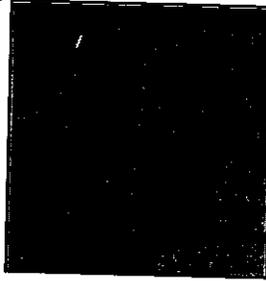
Allowable Sign Types (see Section 17.58.060 H for further detail)



Wall



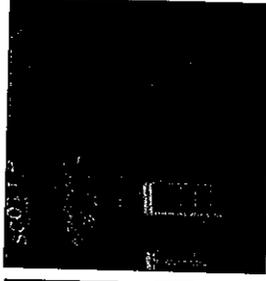
Awning/Canopy



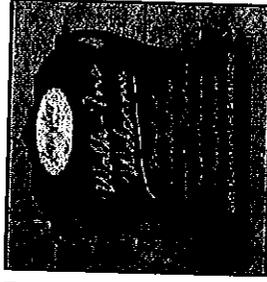
Window



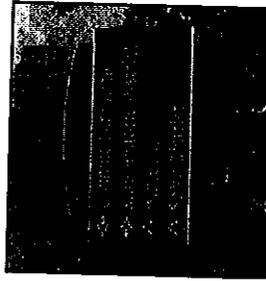
Projecting



Figurative



A-Frame Sidewalk



Directional/
Wayfinding

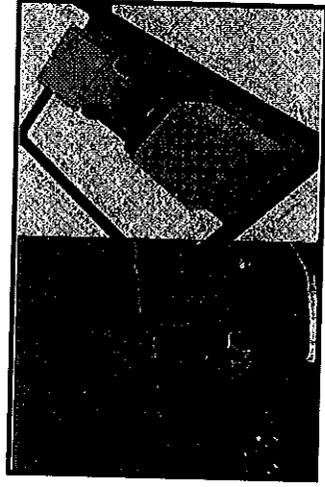
Allowable Parking Types (see Section 17.58.060 G for further detail)



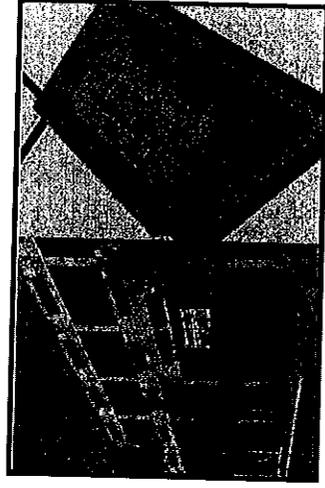
Behind Structure



Alley Access



Next to Structure

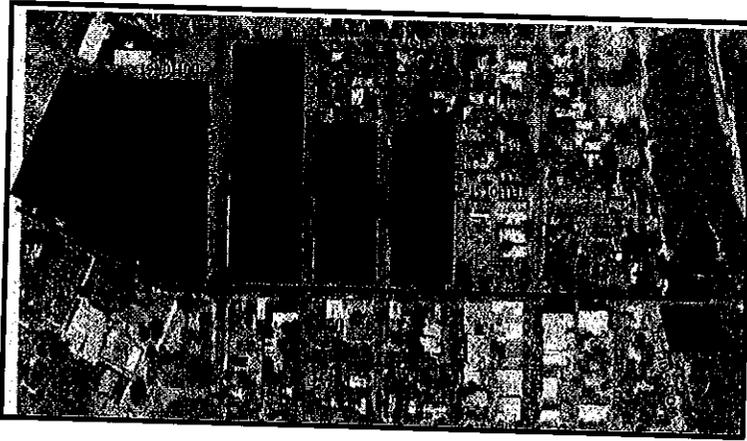


Parking Structure

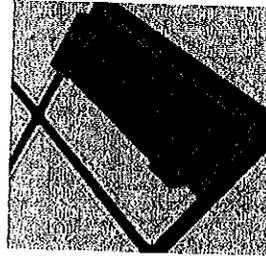
3. RAILROAD AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

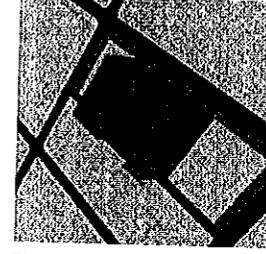
Key Map (see Section 17.58.040)



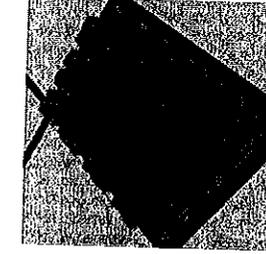
Allowable Building Types (see Section 17.58.060E for further detail)



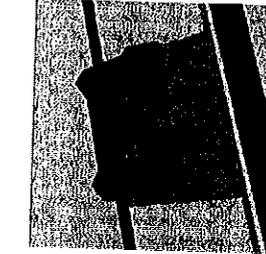
Half-Block Liner



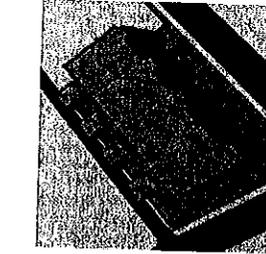
Infill Lot



Terraced Lot

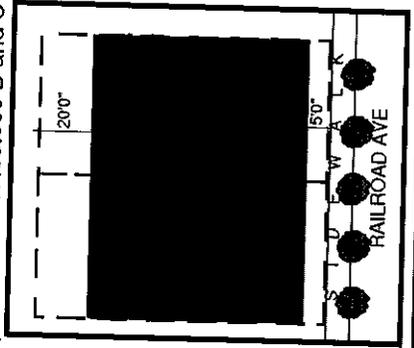


Courtyard Housing



Rowhouse

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



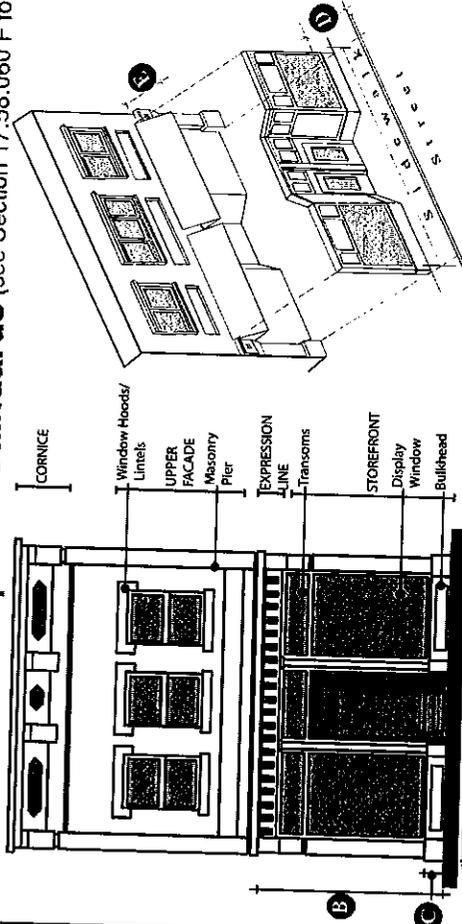
"Build To" Front Line: 5'0"

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" 2' - 7'
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

Home Occupation
(see Section 17.58.050 for further detail)

- Commercial Recreation
- Sit-Down Restaurants

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

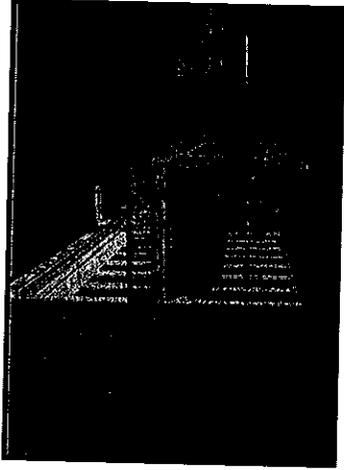
3. RAILROAD AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

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



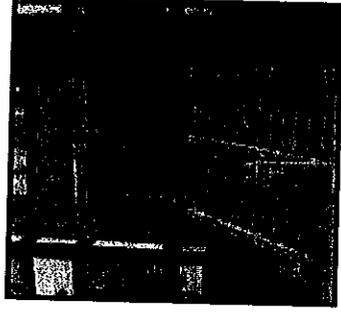
Arcade



Gallery

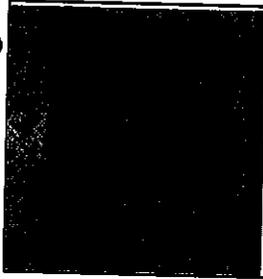


Storefront

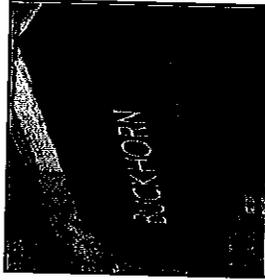


Stoop

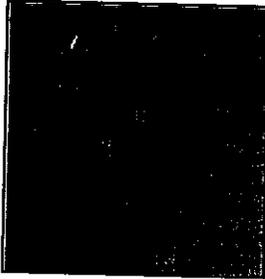
Allowable Sign Types (see Section 17.58.060 H for further detail)



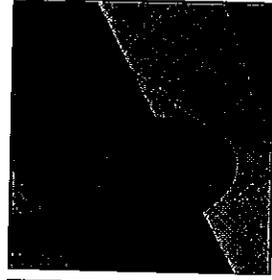
Wall



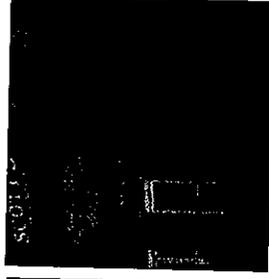
Awning/Canopy



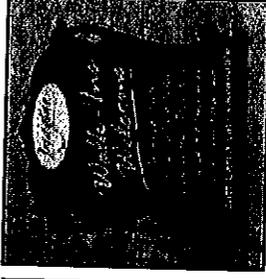
Window



Projecting



Figurative



A-Frame Sidewalk



Directional/
Wayfinding

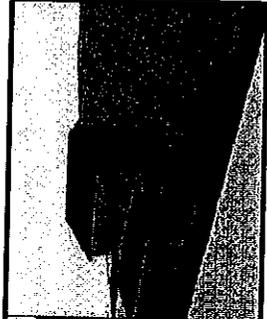
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access

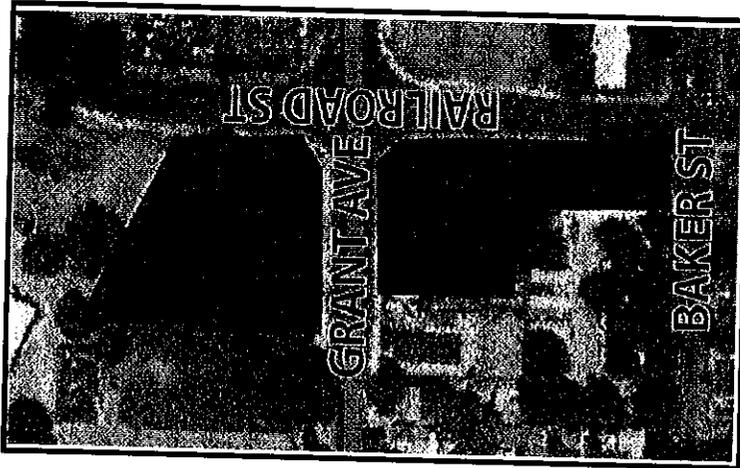


Next to Structure

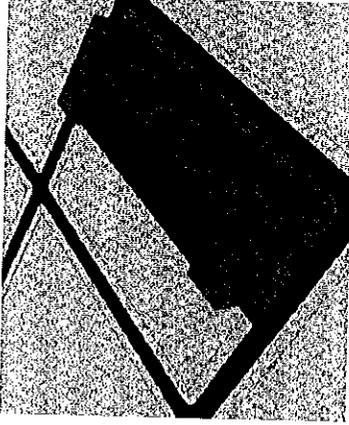
4. GRANT AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

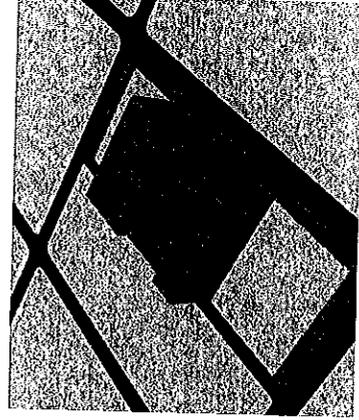
Key Map (see Section 17.58.040)



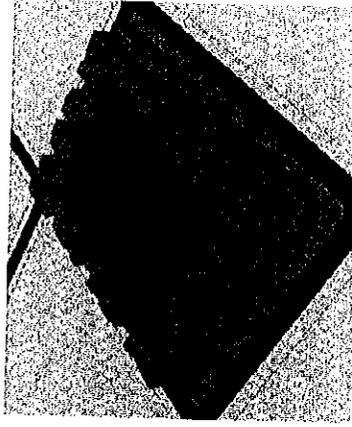
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

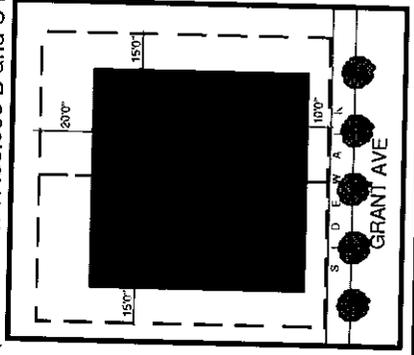


Infill Lot



Terraced Lot

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



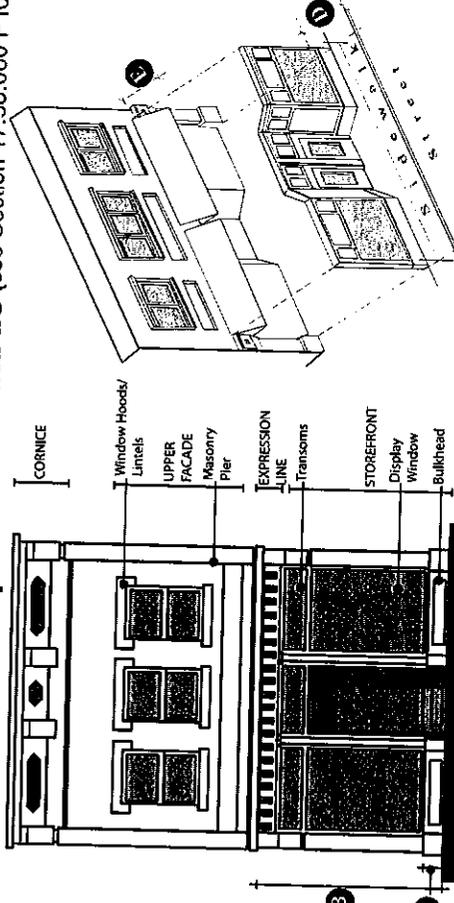
"Build To" Front Line: 10'0"

Minimum Side Yard: 15'0"

Minimum Rear Yard: 20'0"

Maximum Height: 45'0"

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



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

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

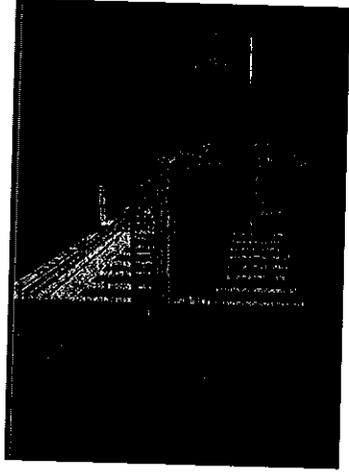
4. GRANT AVENUE (D-A)

CITY OF WINTERS - DOWNTOWN CODE

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



Arcade

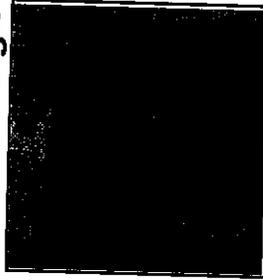


Gallery

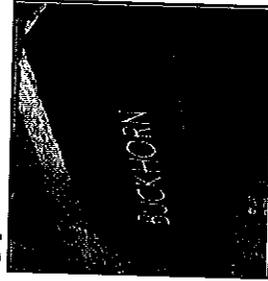


Storefront

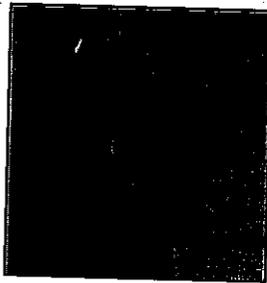
Allowable Sign Types (see Section 17.58.060 H for further detail)



Wall



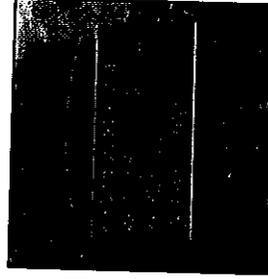
Awning/Canopy



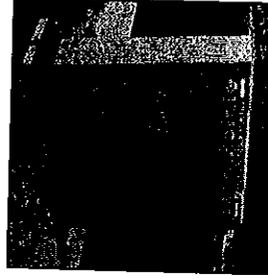
Window



Figurative



Directional/
Wayfinding

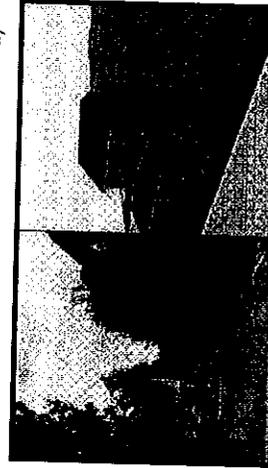


Monument (with conditions)

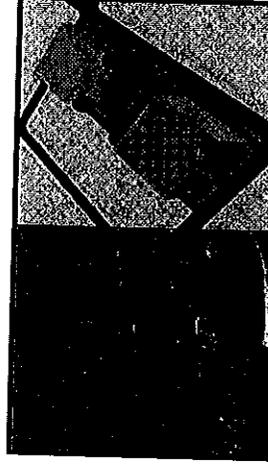
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Next to Structure

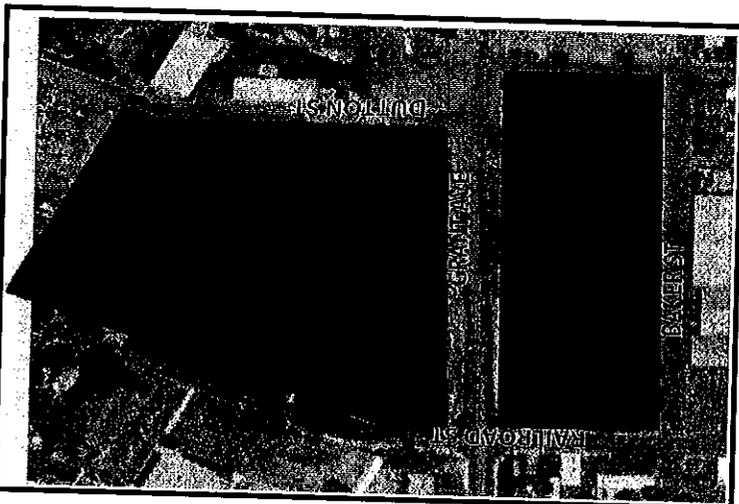


Tucked-Under

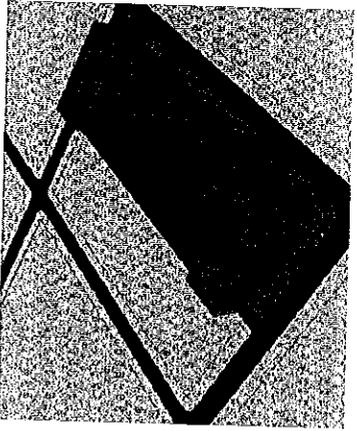
5. GRANT AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

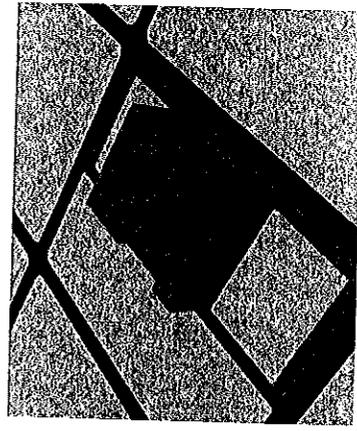
Key Map (see Section 17.58.040)



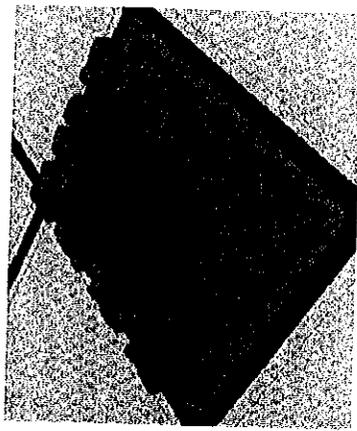
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

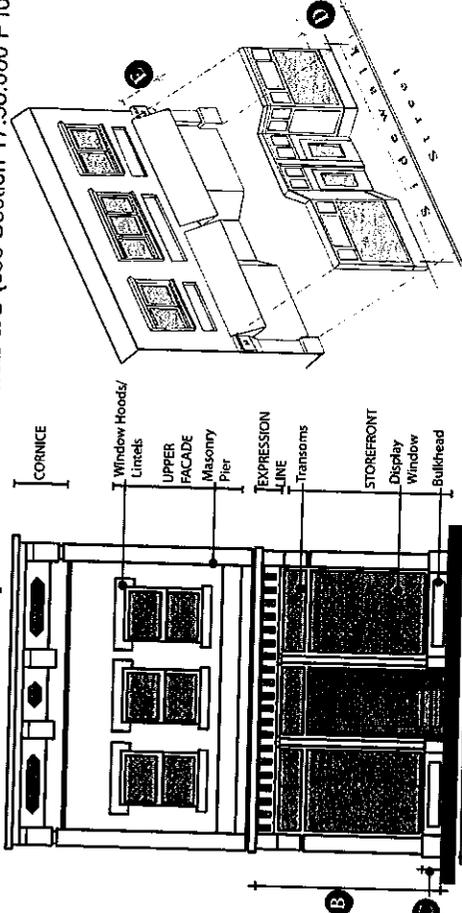


Infill Lot



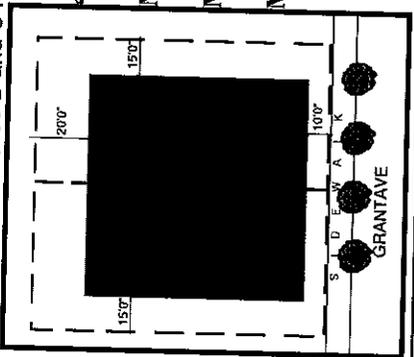
Terraced Lot

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)



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

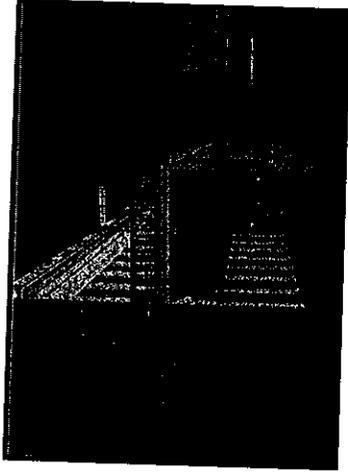
5. GRANT AVENUE (D-B)

CITY OF WINTERS - DOWNTOWN CODE

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



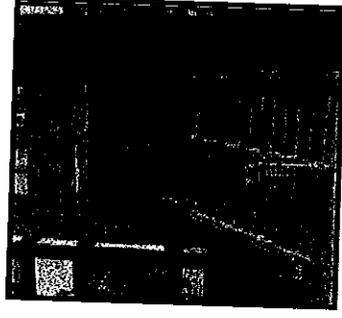
Arcade



Gallery

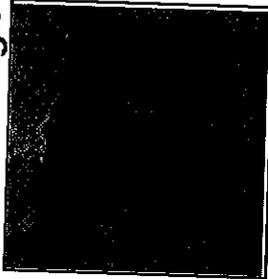


Storefront

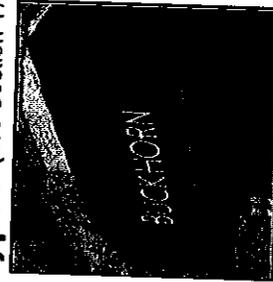


Stoop

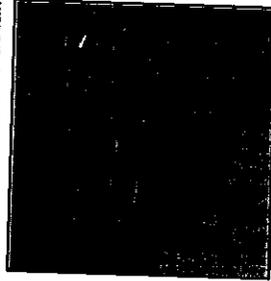
Allowable Sign Types (see Section 17.58.060 H for further detail)



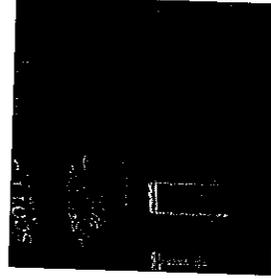
Wall



Awning/Canopy



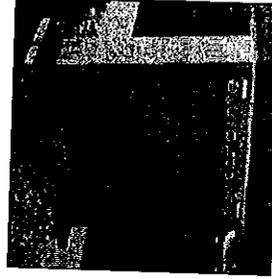
Window



Figurative



Directional/
Wayfinding

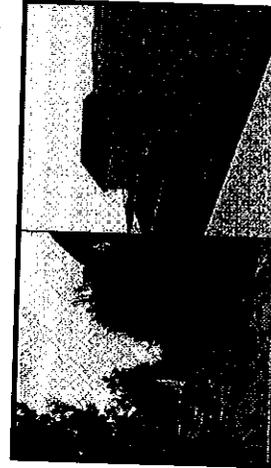


Monument (with conditions)

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



Behind Structure



Alley Access



Next to Structure

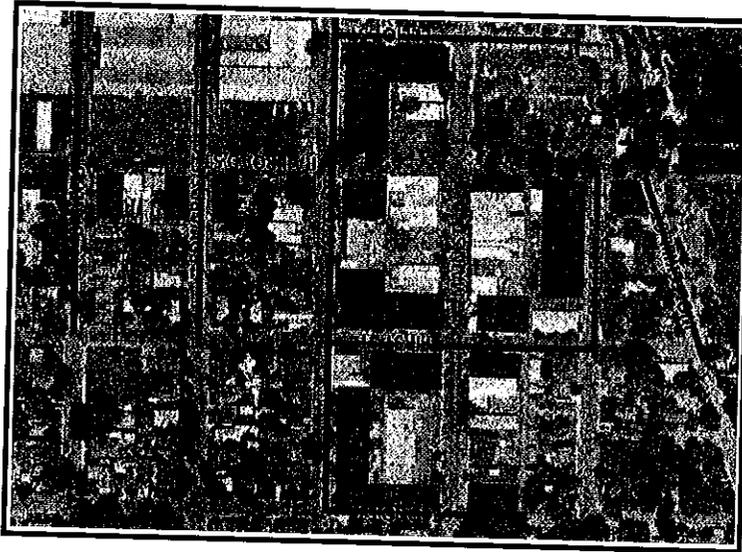


Tucked-Under

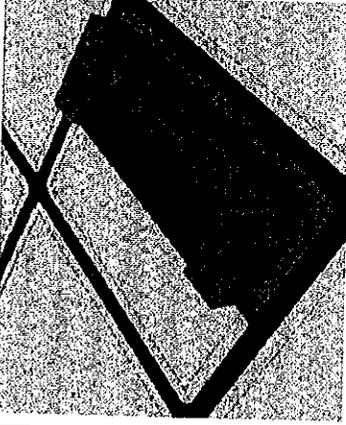
6. SECONDARY STREET (D-A)

CITY OF WINTERS - DOWNTOWN CODE

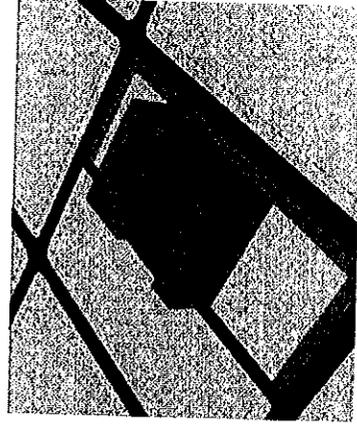
Key Map (see Section 17.58.040)



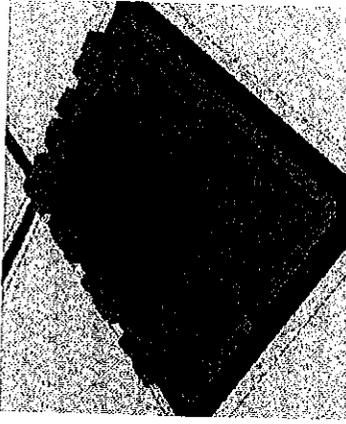
Allowable Building Types (see Section 17.58.060E for further detail)



Half-Block Liner

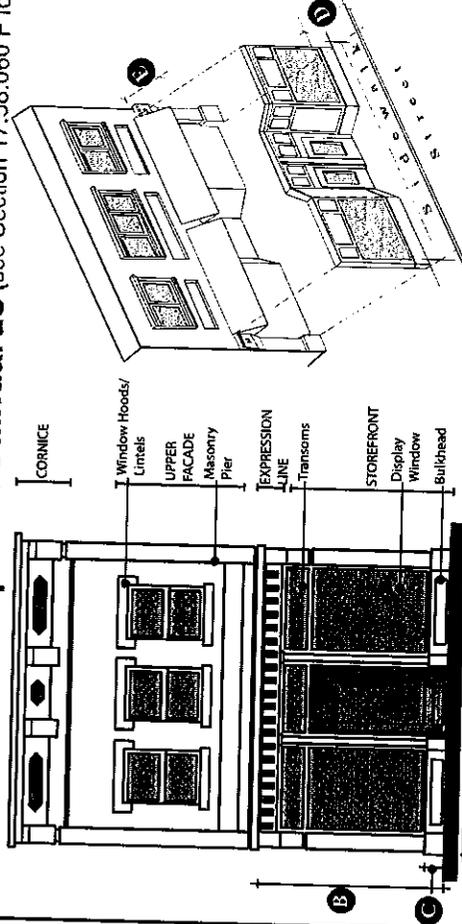


Infill Lot



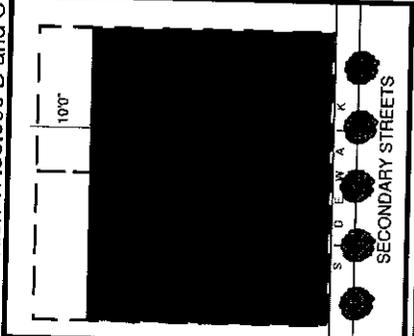
Terrace Lot

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)



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

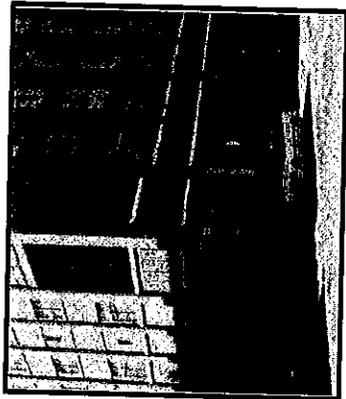
Maximum Number of Dwelling Units
(see Section 17.58.060 A.3 for further detail)

28 dwelling units per acre

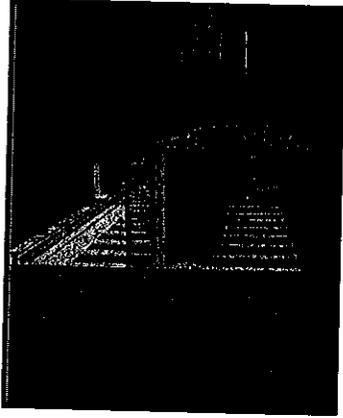
6. SECONDARY STREET (D-A)

CITY OF WINTERS - DOWNTOWN CODE

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



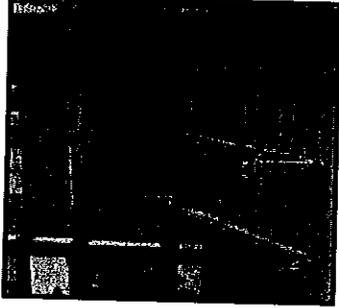
Arcade



Gallery



Storefront

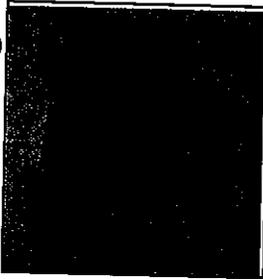


Stoop



Door Yard/ Terrace

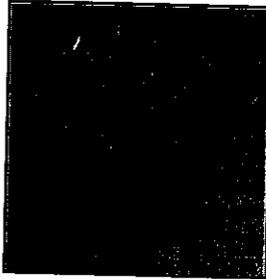
Allowable Sign Types (see Section 17.58.060 H for further detail)



Wall



Awning/Canopy



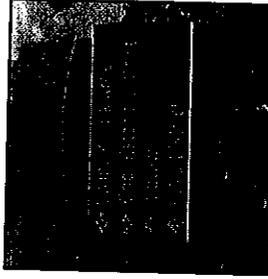
Window



Projecting



Figurative



Directional/
Wayfinding

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



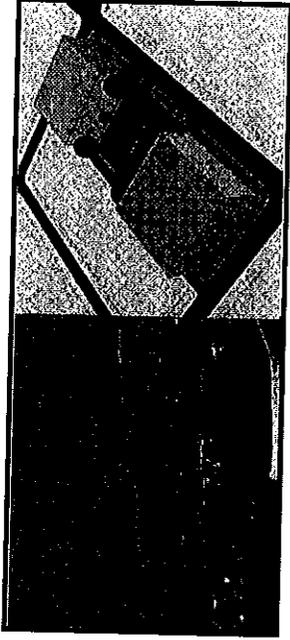
Behind Structure



Alley Access



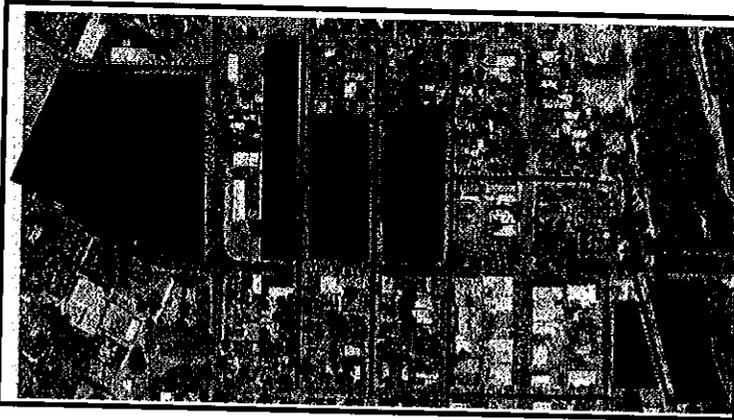
Next to Structure



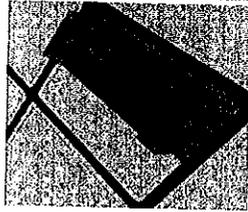
7. SECONDARY STREET (D-B)

CITY OF WINTERS - DOWNTOWN CODE

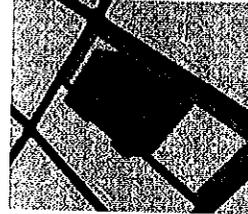
Key Map (see Section 17.58.040)



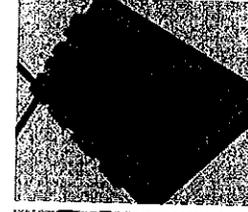
Allowable Building Types (see Section 17.58.060E for further detail)



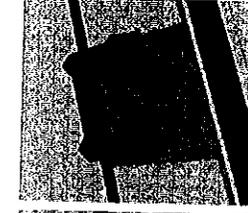
Half-Block Liner



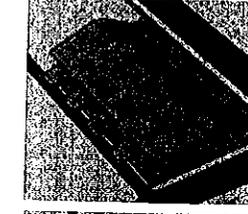
Infill Lot



Terraced Lot



Courtyard Housing

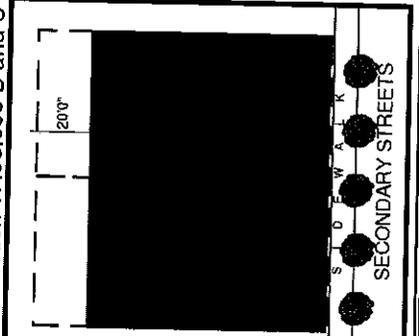


RowHouse



Front-Yard Housing

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



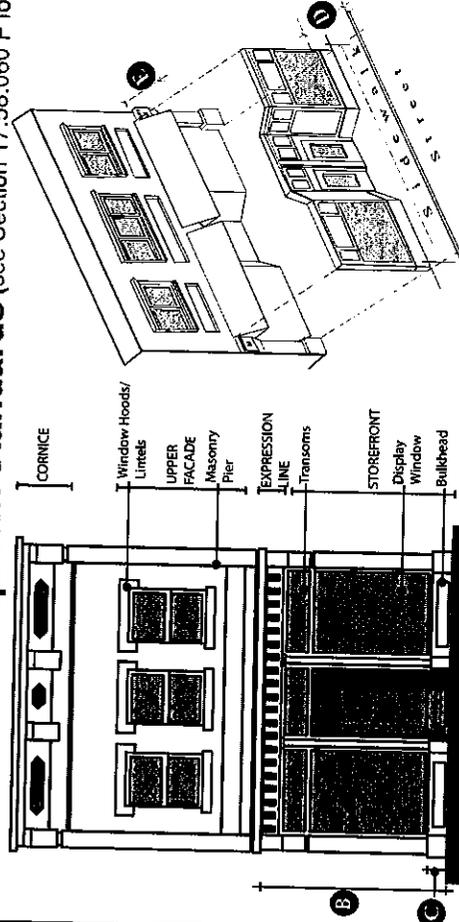
"Build To" Front Line: 0'0"

Minimum Side Yard: 0'0"

Minimum Rear Yard: 20'0"

Maximum Height: 35'0"

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 (D-B)

CITY OF WINTERS - DOWNTOWN CODE

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



Arcade



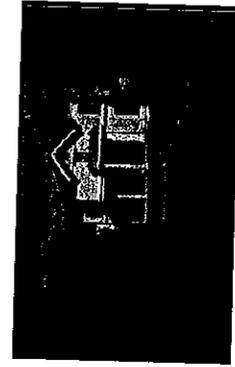
Gallery



Storefront



Stoop

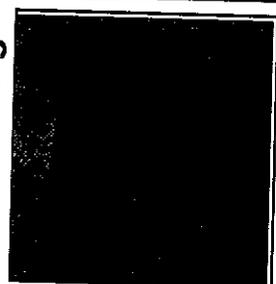


Neighborhood Yard

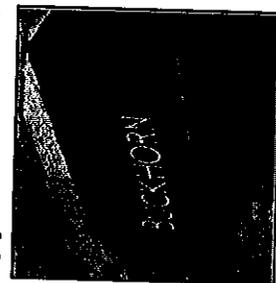


Porch

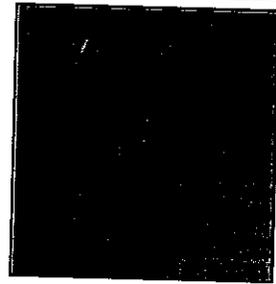
Allowable Sign Types (see Section 17.58.060 H for further detail)



Wall



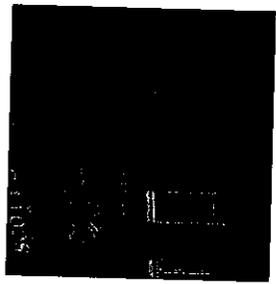
Awning/Canopy



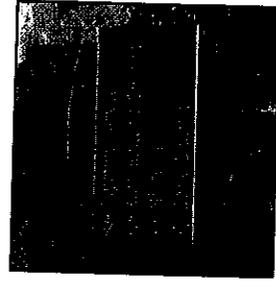
Window



Projecting



Figurative



Directional/
Wayfinding

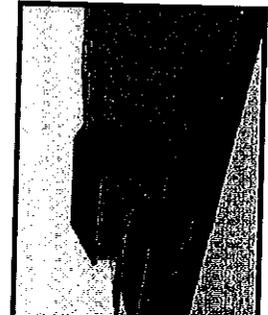
Allowable Parking Types (see Section 17.58.060 G for further detail)



Behind Structure



Alley Access



Tucked-Under