

City of Winters

Winters Design Guidelines

**An Outline for the Development of Commercial and
Residential Areas reflecting the Small-Town Heritage
of Winters.**

**Winters Planning Commission /
Winters Economic Development Commission
November, 1999**

RESOLUTION NUMBER PC 99-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WINTERS ADOPTING "WINTERS DESIGN GUIDELINES".

WHEREAS, the Planning Commission has considered criteria for development of an outline for the development of commercial and residential areas reflecting the small-town heritage of Winters; and

WHEREAS, the Planning Commission has solicited the advice of the Winters City Council and Winters Economic Development Commission in the preparation of said Design Guidelines; and

WHEREAS, the Winters City Council and the Winters Economic Development Commission unanimously support the Planning Commission's proposed Design Guidelines; and

WHEREAS, it is the purpose of this policy document to communicate the Planning Commission's community design expectations to the development community, at the earliest stage in the development process; and

WHEREAS, It is the intent of the Planning Commission to include within said policy document the Winters Commercial Design Guidelines, which was adopted by the Winters Economic Commission in 1993 and a recommended Street Tree planting list.

NOW, THEREFORE, BE IT RESOLVED, that the City of Winters Planning Commission hereby adopts the Winters Design Guidelines as attached in Exhibit "A".

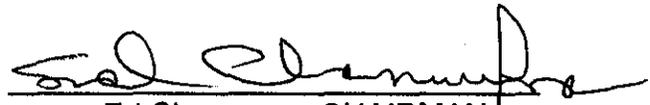
PASSED AND ADOPTED by the City of Winters Planning Commission on this 23rd day of November 1999, by the following vote:

AYES: Graf, Guelden, Riley, Tramontana, Linton, Vallecillo, Chairman Champoux

NOES: NONE

ABSTAINED: NONE

ABSENT: NONE


Ed Champoux, CHAIRMAN


Angelica Mendoza, ADMINISTRATIVE SECRETARY

Guideline Goals

Winters is a small town that wishes to retain a small town character, while also building a strong and diverse economy. Design Guidelines have been developed with the specific objectives of facilitating economic and residential development in Winters, while ensuring that our small town character is preserved and enhanced.

These guidelines should represent an integral part of any master or specific plan. They are not intended as a substitute for detailed specific and master plans. At the time a master or specific plan is proposed, it is anticipated that renderings will be included to adequately portray how these guidelines are being addressed within the specific proposal.

These guidelines are intended to provide future development with a clear message that Winters looks favorably at residential and economic growth, and to present a clear picture of what the community wants future growth to look like. Compliance with these guidelines will ensure public support of future development and will greatly help expedite projects through the approval process. The guidelines are not intended to be a rigid set of regulations; rather, they are intended to help interpret current policy documents and to provide an overview of the small town character the community wished to maintain, and which makes Winters a wonderful place to live.

City of Winters

Residential Design Guidelines

**An Outline for the Development of Residential Areas
reflecting the Small-Town Heritage of Winters.**

Winters Planning Commission
November 1999

Neighborhood Design

Standards:

1. New residential development areas are required to incorporate design elements that reflect the best qualities of the historic neighborhoods of Winters. These qualities include:
 - Incorporate the use of street parkways.
 - Installation of large (variety type) trees, as street trees.
 - In areas of no parkways location of street trees to be no further than 5 feet behind sidewalk.
 - Residential streets that provide access to dwellings should not be wider than the City's adopted street standard. Parkway of at least 5 feet should be provided between the sidewalk and back of curb. Street trees should be provided (see appendix tree list) within the landscape parkway and should be a variety that typically develops a large-scale canopy that will extend partially over the street. (See Appendix A –street tree list).
 - Desired landscape street cross section for block sound walls (face of curb to wall). Cross-section to include face of curb, 5-foot parkway, 4' 6" sidewalk and 10 feet to face of wall.
 - Sound attenuation regulation walls shall have vines planted on them.
 - Minimum architectural standards for sound walls (concrete, split face, columns, variety of texture, etc.).
 - Living openings to be required in sound walls at the end of cul-de-sacs (wrought iron w/ vines).
 - Encourage historic block design (grid design) of streets.
 - Encourage solar oriented street design.
 - Encourage inter connectivity between neighborhoods for pedestrians and bicycles.
 - Discourage street designs that require the use of sound walls.
 - Encourage the mix of large and standard lots within a development.
 - Encourage infill developments.

- Bikeways and pedestrian paths should be incorporated throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops.

Circulation Design

Standards

1. A rigid system of streets arranged in a grid may not achieve all of the city's objectives for variety and choice in new residential subdivisions, nor would a system composed of primarily curvilinear and cul-de-sac streets. For this reason, new expansion areas may incorporate a combination of grid, cul-de-sacs and curvilinear streets or other street design elements, consistent with the purpose and intent of these guidelines.
 - *Arterial Streets.* Arterial streets generally form a perimeter grid consistent with the rhythm of blocks in existing neighborhoods. The primary function of arterial streets is to provide a high level on mobility with limited access to adjoining properties.
 - *Collector Streets.* Collector streets provide north-south and east-west connections through a neighborhood roughly mid-way between the intersections formed by arterial streets. Collector streets provide a balanced function of land access and mobility.
 - *Local Streets.* Local streets are oriented generally in a north-south or east-west direction and may include a mixture of grid, cul-de-sacs or curvilinear alignments so long as a logical and comprehensible street pattern is maintained.
 - *Cul-de-sac Streets.* Cul-de-sacs shall be limited to 300 feet in depth or serve a maximum number of 20 dwelling units.

See attached Winters Circulation Master Plan.

Residential Site Design

Standards

1. It is an important goal of the City of Winters for new residential development to provide visual variety along residential streets and to discourage neighborhoods in which identical homes are placed repetitively along said streets.
 - Limit the repetitiveness of building elevations.
 - Elevations to have a variety of material and textures.
 - Design of structure shall be varied to create variety and interest. A significant alteration of the massing and composition (not just exterior colors and materials) of each adjacent house must be accomplished. One model/floor plan design shall not be repeated more frequently than every fourth house on the same side of the street.
 - Elevations should emphasize the entrance and de-emphasize the garage, especially when the garage is located adjacent to the main living room area closest to the street.
 - Encourage front porches with massed support columns proportional to the size and scale of the roof.
 - Encourage each block to have a variety of roof slopes.
 - Discourage the use of roof mounted mechanical equipment.
 - Mechanical equipment must be screened in a manner that is architecturally compatible in terms of materials, colors, shape and size. Noise attenuation measures shall be incorporated within the design.
 - Side and rear building elevations of a dwelling visible from an adjoining street should receive architectural detailing and articulation so that the view from the street is enhanced.

2. Roof designs in residential neighborhoods should add visual variety to the overall streetscape.
 - Roof designs should be architecturally integrated with the design of the dwelling and complete the effect of wall articulation. For dwellings with a pitched roof, articulation

may be achieved through the use of gables, hips, and dormers. Flat roofs or A-frame roofs should be avoided unless appropriate to the architectural style.

- Suitable roofing materials include architectural asphalt shingles, concrete or clay tile, and slate or similar visual materials. Other materials may be considered on a case by case basis. Materials to be avoided include aluminum, crushed rock or slag, rolled composition roofing, and sprayed or trowel finishes.
 - Encourage the use of roof structures and embellishments such as louvers, vents, lanterns, pinnacles, cupolas, finials, compounded fascias, parapets and eave moldings.
3. Garages in single family residential neighborhoods should be subordinate to the main living area and not dominate the streetscape. Garage doors should appear to be set into the walls rather than flush with the exterior. Techniques to help de-emphasize the garage and driveways include:
- Placing the garage at the rear of the lot, attached or detached for the main dwelling.
 - Recessing the garage so that the living area projects closer to the street.
 - Recessing the garage door(s).
 - Projecting the second story out over the garage.
 - On three car garages, one space should be staggered.
 - Allow for two car garages to have separated doors at staggered spacing.
 - Encourage three car garages to have the third stall as a tandem space.
 - Encourage alternative garage door orientation away from the street.
 - Encourage homes on corner lots to face the front door to primary street and the garage door to the secondary street (or visa / versa).

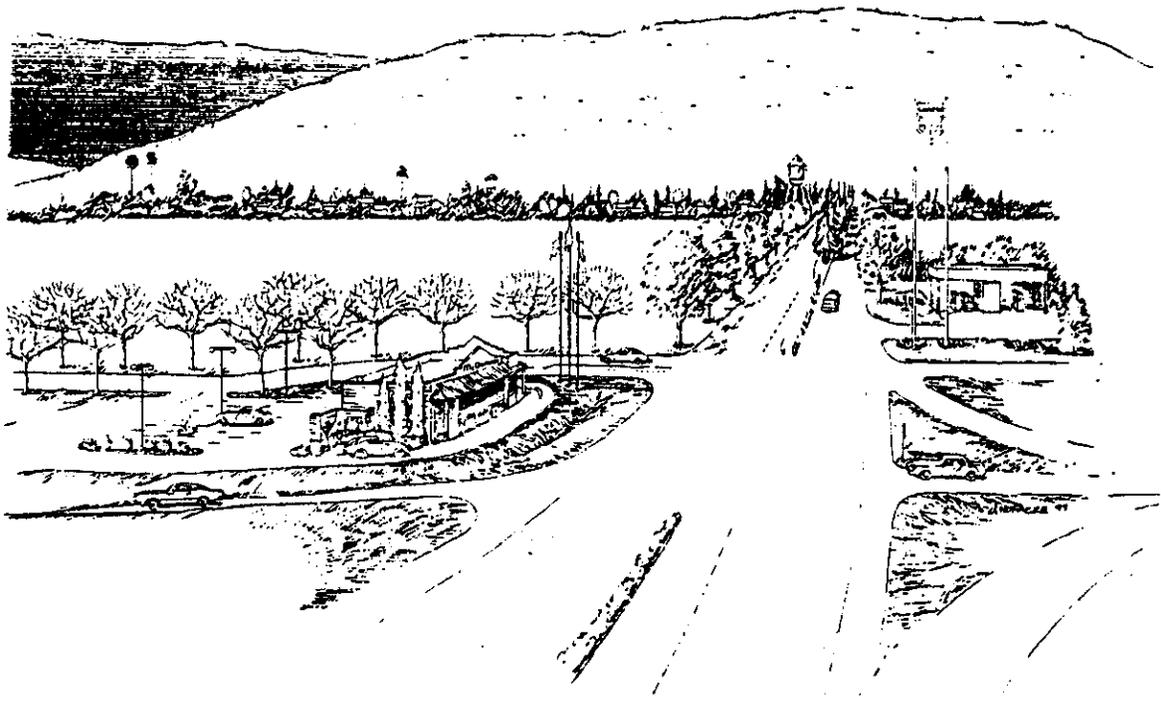
Duplex Design

Standards

1. It is the desired goal that duplexes (as provided within the City of Winters Zoning Ordinance) be allowed on corner lots only, within the Single Family Zones. The following is a listing of required criteria:
 - Duplexes on corner lots shall orient each unit entry and required two-car garage to a separate street.
 - No roof mounted mechanical equipment shall be accepted.
 - Each unit shall have a private rear yard area.
 - Each unit shall provide direct access from the living area to the rear yard.
 - Encourage the use of front porches that define the entry to each unit.
 - Encourage the use of bay windows to add variety and light to the units.
 - All open space areas shall be fully landscaped prior to building finals.
 - All publicly oriented landscaped areas shall be equipped with an automatic sprinkler system.
 - Duplexes - An enclosed two car garage is mandatory for each living unit.

Winters Design Guidelines

An Outline for the Development of Commercial Corridors in a
Small-Town, Rural Environment



Winters Economic Development Commission
Rory Linton, Chair

July, 1993

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Guideline Goals

Winters is a small town that wishes to retain a small town character, while also building a strong and diverse economy. Design Guidelines have been developed with the specific objectives of facilitating economic development in Winters, while ensuring that our small town character is preserved and enhanced.

These guidelines should represent an integral part of any master or specific plan. They are not intended as a substitute for detailed specific and master plans. At the time a master or specific plan is proposed, it is anticipated that renderings will be included to adequately portray how these guidelines are being addressed within a specific proposal.

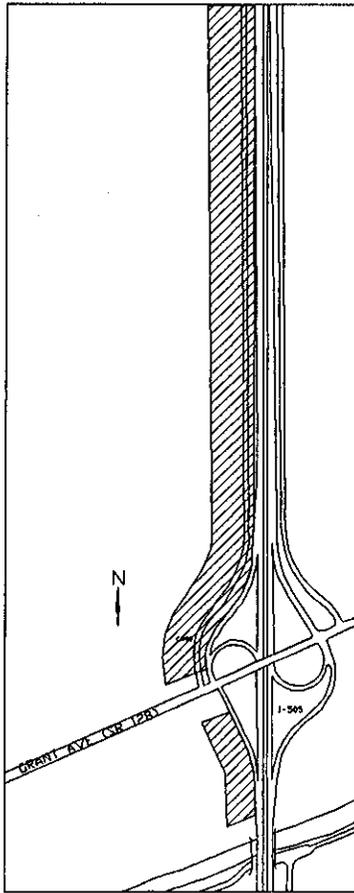
These guidelines are intended to provide future development with a clear message that Winters looks favorably at economic growth, and to present a clear picture of what the community wants future growth to look like. Compliance with these guidelines will ensure public support of future development and will greatly help to expedite projects through the approval process. The guidelines are not intended to be a rigid set of regulations; rather, they are intended to help interpret current policy documents and to provide an overview of the small town character the community wished to maintain, and which makes Winters a wonderful place to live.

These guidelines provide direction on how new development and land uses will occur in Winters, to maintain its traditional small town character and encourage its economic vitality. The plan creates the opportunity for the town to change and mature in beneficial ways. Better shopping and employment opportunities can be integrated within the walkable confines of the Central Business District. Vacant and struggling businesses can be revitalized. New office space can be created. There can be new civic buildings and recreational facilities. New retail opportunities can be attracted, providing residents additional opportunities to shop in town, as well as generate additional revenues for the community.

New housing opportunities can be provided as well. Sensitive residential infill can occur within commercial areas, which will bring additional residents needed to support new businesses and services, while maintaining the area's small town qualities: its walkability, its natural terrain, and its friendly, human scale.

For planning purposes, future mixed-commercial and industrial development can be generally defined by six (6) physical areas or "design corridors." These include: Highway I-505 frontage; Grant Avenue from I-505 to Railroad Avenue; the intersection of Grant Avenue and Railroad Avenue; Railroad Avenue from Grant to Putah Creek; Main Street; and the Putah Creek corridor. The following provides guideline for the design features and land planning that will be appropriate in each of these corridors.

The I-505 Corridor



Geographical Location:

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

Vision Statement:

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

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

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

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

Street

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

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

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

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

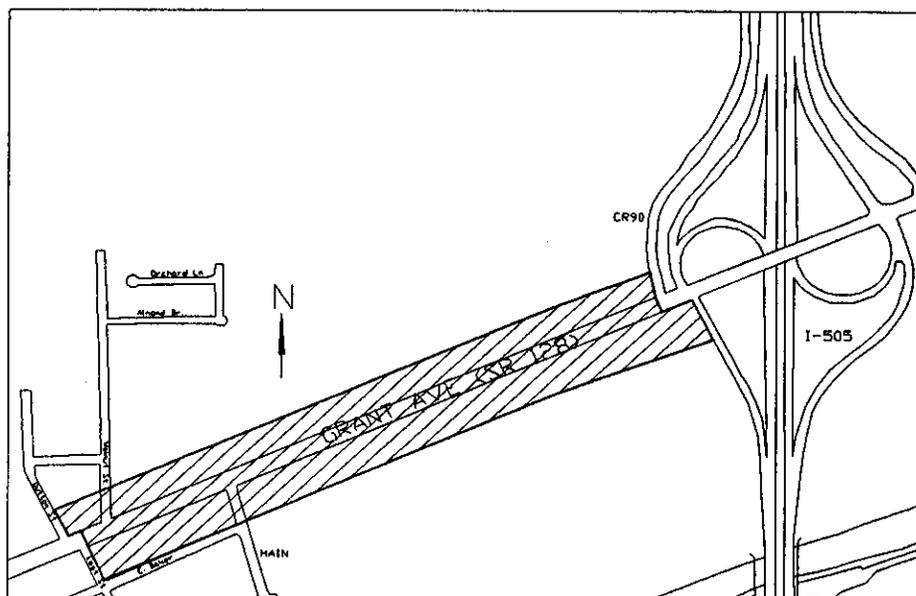
Landscaping: A comprehensive landscape program shall be prepared and implemented for the entire Winters I-505 frontage. The focus of this landscaping plan will be a tree program. The I-505 frontage treescape should create an inviting rural image; one that both screens development from view and invites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

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

Lighting: Night lighting along I-505 should be subdued and consistent with safety and security concerns. Lighting should be used to accent structures and landscaping and to attract the visual interest of passing traffic. Excessive lighting should not be used to display merchandise or parking lots, and should not detract from the rural setting. Lighting should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

Parking: Parking should be screened from highway view through use of earth berm and landscaping in order to facilitate setbacks from the freeway.

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

The Grant Avenue Corridor**Geographical
Location:**

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

**Vision
Statement:**

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

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

**Circulation
Access:**

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

Street

standards:

Grant Avenue will be a 4-lane arterial, with pavement from 66 to 84 feet, and a 106 to 124 foot wide right-of-way. A landscaped center median with left turn pockets will be provided along the corridor.

Bicycles:

Grant Avenue is a significant street for bicycle traffic. Bicycle lanes will be clearly marked adjacent to the sidewalk curb in each direction.

Pedestrians:

Pedestrians will be provided with a sidewalk on each side of Grant Avenue. Cross-walks will be paved with contrasting materials in order to alert motorists to pedestrian safety and to provide architectural texture and community character. Cross-walk signalization will be provided at all through cross streets. Attention to pedestrian access shall be emphasized in the western sections of the corridor.

Setbacks:

A well defined, but varied commercial edge will be provided along Grant Avenue. To reinforce the street as a focus of pedestrian-oriented activity, building along Grant Avenue can be built to the property line and sidewalk edge. Buildings may be setback from the property line to create public spaces for seating, sidewalk cafes, plazas, public art or parking.

Landscaping:

Landscape elements such as trellises, arbors, water features, plazas, and courtyards that enrich the built environment and are encouraged.

Street trees will provide an important role in establishing the visual character of the gateway to Winters. A comprehensive landscaping program will be prepared to line the Grant Avenue corridor from I-505 to Railroad Avenue. The specie(s) of trees selected should be appropriate for the Winters climate, provide an aesthetic canopy, summer shade, seasonal variation, and not cause buckling to adjacent sidewalks and roadways. Median strips will also be included in the plan and appropriately landscaped.

Signage:

Signage should be carefully planned along Grant Avenue. Pole signs representing *individual* businesses will be discouraged. Internally lit monument signs and small roof signage will be approved through a sign permit.

Lighting:

Night lighting along Grant Avenue can be used to accent structures and landscaping and to attract the visual interest of passing traffic. Lighting along the Grant Avenue frontage should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

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

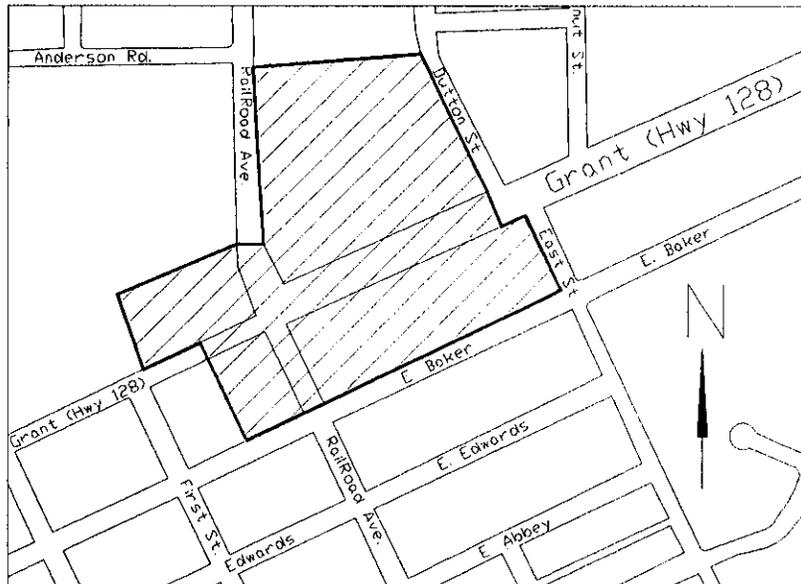
Architectural: Architecture should be human-scaled. The small town character of every land use area depends to some extent on the adequate measure of architectural diversity within each block. Large scale projects diminish the liveliness of the street by their sameness of style and detail. To this same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

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

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

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

The Grant/Railroad Intersection Corridor



Geographical Location:

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

Vision

Statement:

The intersection of these two roads provides the opportunity for a significant visual image of the community for both passers by and residents alike. The image should be one of commercial vitality and small town character through mixed uses, with commercial predominating and integrated higher density residential.

This intersection is also a transition point for the community. Traditionally, through traffic has utilized Grant Avenue (State Route 128) as a main route to Lake Berryessa and the "Back Door" to the Napa Valley. The provision of this unrestricted access for through-traffic must be maintained. A bold urban statement should be made through mixed use development, integration of pedestrian walks, open spaces and bikeways to lure out-of-towners from their cars south along Railroad Avenue to the Main Street corridor.

A view, south along Railroad Avenue from Grant should be enhanced with an open public plaza which encourages public use, while giving this critical transitional area a sense of place and public accommodation. The plaza could be integrated into the Pedestrian Esplanade which will run on the east side of Railroad, south to Putah Creek.

Circulation:

A high priority for this intersection is to maintain flow through the community in an east/west direction, while providing adequate linkage to the center of Winters for expanded commercial activity.

Left turn pockets, with appropriate landscaped planter areas, and distinctively designed cross walks should be encouraged. Parking access from Grant Avenue would be restricted in close proximity to the intersection through the use of joint drive-ways. Main access to mixed commercial and residential development on the northeast quadrant would occur on Railroad Avenue.

Street

Standards:

Grant Avenue will be a 4 lane full arterial with pavement from 66 to 84 feet, and a 106 to 124 foot wide right-of-way. North Railroad is an arterial street, two 12 foot wide travel lanes, a 10 to 12 foot median, and a 4 to 12 foot shoulder for bike lanes or parking.

Railroad Avenue south of Grant will consist of two 12 foot wide travel lanes, two 8 foot parking lanes and a 20 foot wide landscaped Esplanade (on the East side) for bicycles and pedestrians. The existing right-of-way will limit further widening of this length of road. The aim is to maintain the sidewalk width and proximity of store front along the west side of Railroad between Grant Avenue and Putah Creek.

The intersection of these arterials will provide for landscaped medians and left turn pockets. Significant landscaping and integration of walkways and esplanade into the commercial/ residential developments about the interchange will further the linkages between the Main Street corridor and Grant Avenue.

Bicycles: Both Grant and Railroad Avenues are designated as Bikeways. On Grant Avenue, bicycle lanes will be marked adjacent to the sidewalk. On Railroad Avenue, the Esplanade on the east side will be sufficient width to allow use by both pedestrians and bicyclists alike. Attempts should be made to interconnect these bikepaths within commercial development with the bikeways on Grant and Railroad Avenues.

Pedestrians: Pedestrians will be served with a sidewalk on each side of Grant Avenue and Railroad Avenue.

Cross walks will be paved with contrasting material in order to distinguish them from the street and to alert motorists for safety. The design of these crosswalks will be integrated into the paving designs of those commercial and residential mixed uses on the north side of Grant as well as the public plaza and esplanade to the south.

Setbacks: A variable setback will define the edge of the commercial/ residential node. Residential will be located to the north of the interior parking area of the northeast quadrant. This will insure that residential uses will also be setback further from the intersection, and integrated in a manner which will minimize traffic related nuisances.

Buildings may be variably set back from the front property line, in order to provide public spaces for seating cafes, plazas and public art. This will add visual variety and interests for those driving into town on Grant Avenue.

Landscaping: Landscape themes such as trellises, arbors, water features, integrated into the built environment will be encouraged. Concentrated landscaping at the four corners of the intersection with architectural design theme consistent with the character of the community will integrate into the landscaping, and establish it as a major crossroad and node for the community.

Signage: Signage will be permitted along both Grant and Railroad Avenues. Only signs integrated into monuments, or attached and part of the architectural framework of the establishments located near the intersection should be permitted. Pole signs representing *individual* businesses are discouraged.

Lighting: Lighting should be utilized to accent the monument signs, landscaping and architecture of the commercial uses found at this location. Lighting along the Grant Avenue frontage and Railroad Avenue should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

Parking: Parking should be set back or enclosed by ground level commercial and mixed use residential structures. The view of parked vehicles should be minimize from both Grant and Railroad Avenues. Trees should be used generously to shelter pedestrians, shoppers, residents, and cars from the summer sun.

Parking in the northeast quadrant of four corners should not only serve the mixed commercial and residential activity concentrated north of Grant, but should provide adequate spill over for persons wishing to walk south of Grant to the Plaza and beyond to Main Street. Adequate parking in the location should facilitate the exploration of Winters by foot.

Architectural: Architectural diversity, wide range of color and movement, when performed in a harmonious way, will add interest and liveliness to this focal area of the community. Varied setbacks, broken surfaces, and variation in floor level, facades and finishes, will help to diminish the appearance of imposing structures and help maintain the small town character which is being nurtured.

Architectural shading methods are encouraged for buildings to reduce interior glare, conserve energy and create added visual interest.

**Community
Character:**

This location can provide a visual focal area for Winters. It should create an active mix of residential and commercial activity. This location should provide opportunity for pedestrian and like oriented activity. The architecture, although harmonious, should blend existing styles found in Winters and add to the diversity of land uses.

This location should be a magnet to cause those traveling through town on Grant Avenue to stop and explore this and other areas of town.

Architectural urban design features such as fountains, statues, public art, and abundant landscaping should be incorporated in the design of each corner of this intersection.

A public open space or plaza should be promoted at the southeast quadrant of the intersection to visually unify the intersection with commercial activity along Railroad Avenue, and foster pedestrian movement south along Railroad to the Main Street corridor.

Railroad Avenue Corridor



Geographical Location:

All properties in the CBD land use designation of the General Plan facing Railroad Avenue, bounded by Baker Street on the north, Wolfskill Street/Putah Creek on the South.

Vision Statement:

Railroad plays an important role in that it is the visual link between Grant Avenue, where the majority of traffic passes through Winters, and the downtown commercial core and Putah Creek. The role of this design corridor will be to create an exciting atmosphere with visual interest to pull traffic into the downtown area. This corridor will provide for mix of land uses, including commercial, semi-industrial and residential in a dense, pedestrian oriented environment.

Residential development will be allowed on the upper floors of structures to help create the critical mass needed to support downtown businesses and to help create community nightlife.

Circulation

Access:

Direct vehicular access to parcels fronting on Railroad Avenue will be discouraged. Access for parking and service vehicles will also be provided via the rear of the parcels. As a pedestrian oriented corridor there should be minimal disruption caused by vehicles to pedestrians.

Street standards, Bicycles and Pedestrians:

Railroad Avenue is an arterial street. It will provide two 12 foot wide travel lanes, 8 foot shoulders for parking, and a 20 foot wide sidewalk/landscaped "esplanade" leading from grant Avenue to Putah Creek. (See illustration following for typical example.)

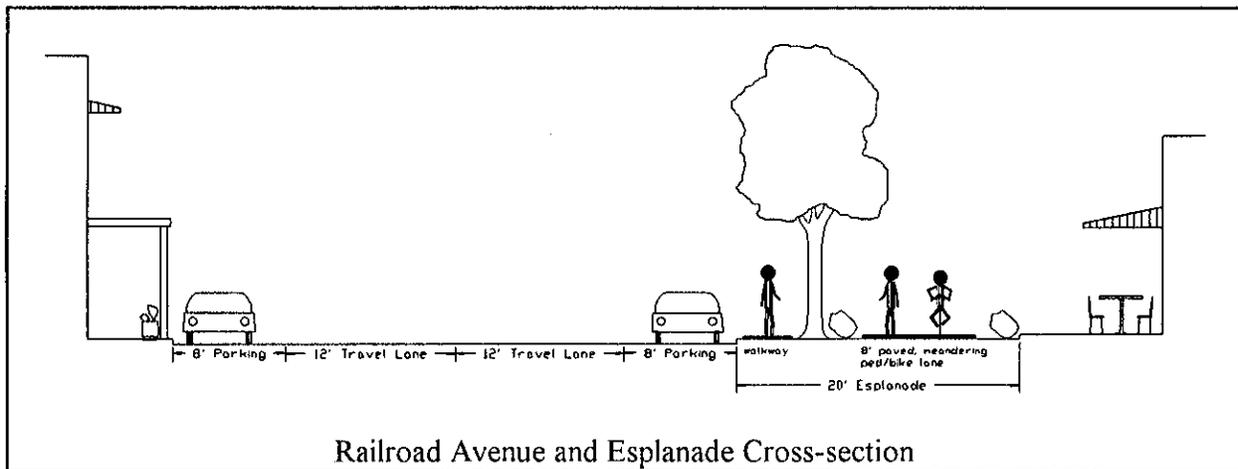
A secure bike parking area will be provided near the intersection of Main and Railroad in order to encourage visitors to stop and walk up Main Street.

Setbacks:

A well defined and close commercial edge will be provided along the west side of Railroad Avenue to encourage window shopping, street-side activity, and to form a pleasant sense of outdoor enclosures. To reinforce the street as a focus of pedestrian-oriented activity, building along Railroad Avenue shall be built to the property line and sidewalk edge wherever possible; buildings may be setback from the property line by as much as 20 feet if the setback is intended for seating, sidewalk cafes, public plazas or public art.

Arcades and awnings may encroach up to 10 feet into the street right-of-way. Upstairs balconies and bays may project up to 5 feet into the street right-of-way.

A typical cross-section of Railroad Avenue is shown below. Parking is present on both sides of the street. Businesses are encouraged to build overhangs to the curb line to provide shade for shoppers and visual interest down the street. The Esplanade features an 8' paved pedestrian/bike lane that would meander down the east side of Railroad. Trees would alternate on both sides of the path. A walkway will be provided next to the parking lane on the east. Businesses would be encouraged to build up to the Esplanade. Larger setbacks would be allowed for businesses that could incorporate the outside environment as part of their business, such as outdoor cafe's.



Signage:

Signage plays a significant role in developing a town's character. Signs provide essential information and minimize confusion, but they shall be kept human-scaled. For this corridor, pole signs will not be permitted. Signage will be attached to the facade of buildings in conformance with the Sign Ordinance.

Landscaping: Landscape elements such as trellises, arbors, water features, plazas, and courtyards enrich the built environment and are encouraged.

Street trees will provide an important role in establishing the visual character of the Railroad Avenue. A comprehensive landscaping program will be prepared to line Railroad Avenue from Grant to Putah Creek. The tree species selected should be appropriate for the Winters' climate and provide an aesthetic setting, shade, seasonal variation, and not cause buckling to adjacent sidewalks and roadways.

Lighting: A comprehensive street lighting program will be designed for Railroad Avenue and Main Street using vintage light fixtures similar to those that were historically on Main Street. Lighting should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

Parking: Parking will be encouraged along Railroad Avenue to help create an atmosphere of activity. Parking should be designed to be located at the rear of buildings, accessed from the side streets running perpendicular to Railroad Avenue as well as along Railroad Avenue.

**Architectural
Features:**

Architecture should be human-scaled. The small town character of every land use area depends to some extent on the adequate measure of architectural diversity within each block. Large scale projects diminish the liveliness of the street by their sameness of style and detail. No project shall appear to dominate an entire street or block. To this same end, variation in floor level, facades, architectural details, and finishes that create the appearance of several separately designed buildings are encouraged for larger projects.

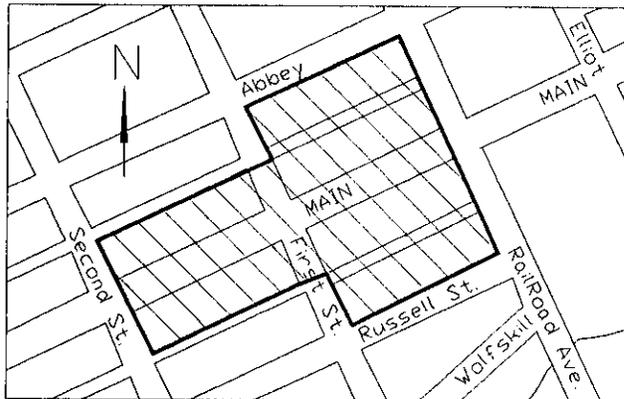
**Community
Character:**

The Railroad Avenue corridor shall encourage pedestrian-oriented activity and provide an identifiable character of Winters that builds on the areas unique architectural character and diversity of land uses. Creation of structures that follow the areas historical use for the railroad, warehouse structures, sheds, train station, etc., will be encouraged.

Building materials shall convey durability, permanence, and the areas historic industrial use. Shading devices and techniques are encouraged to reduce interior glare, conserve energy and add visual interest.

The landscaped esplanade, located on the east side of Railroad, will play a central role in creating atmosphere and leading people to Main Street and to Putah Creek.

The Main Street Corridor



Geographical Location:

All properties in the CBD land use designation of the General Plan bounded by Abbey Street to the north, Second Street to the west, Russell St. to the south and Railroad Avenue to the east.

Vision

Statement:

Main Street is the historic downtown commercial district of Winters. As commercial land use patterns change in Winters, Main Street will increasingly become a more tourist-oriented area, with more restaurants, small shops, boutiques, and art galleries. The intent of the Main Street corridor will be to preserve and enhance the historic character of the area, and to create an energetic downtown commercial environment.

Residential development will be allowed on the upper floors of structures to help create the critical mass needed to support downtown businesses and to help create community nightlife.

Circulation:

The circulation and access patterns for Main Street are established by the existing grid pattern of historic Winters. Access is primarily via Main Street, Railroad Avenue and First Street. Street standards will not change. Bicycle access will be encouraged, however, there is insufficient width to provide separate bike lanes on Main Street in downtown Winters. Pedestrian access shall be encouraged through the creation of pleasant and interesting walking routes.

A secure bike parking area will be provided near the intersection of Main and Railroad in order to encourage visitors to stop and walk up Main Street.

Setbacks:

All structures shall be built up to the property line/sidewalk.

Landscaping:

Landscape elements such as trellises, arbors, water features, plazas, planter boxes, and courtyards enrich the built environment and are encouraged.

Signage: Signage plays a significant role in developing a town's character. Signs provide essential information and minimize confusion, but they shall be kept human-scaled. For this corridor, pole signs will not be permitted. Signage will be attached to the facade of buildings in conformance with the sign ordinance.

Lighting: A comprehensive street lighting program will be designed for Railroad Avenue and Main Street using vintage light fixtures similar to those that were historically on Main Street. Lighting should be consistent with the small town character being stressed, but should be of adequate level to ensure public safety, and create a sense of security.

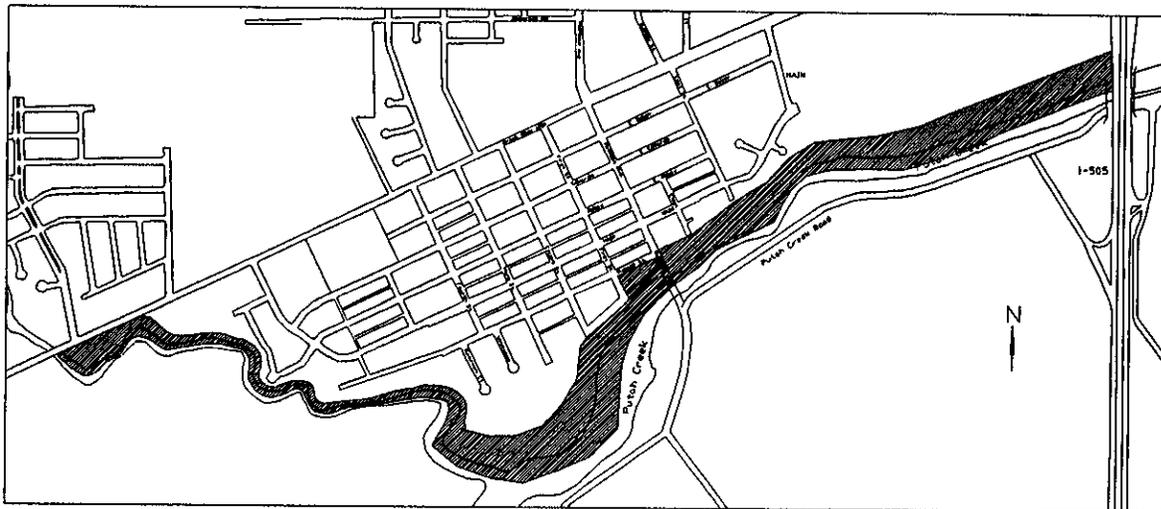
Parking: Community parking will need to be created to provide adequate parking for the historic downtown area. Parking lots or structures shall not dominate the frontage of a pedestrian-oriented street or interrupt pedestrian routes. Parking lots shall be located behind buildings in the interior of a block. Small, human scale parking lots are encouraged.

Architectural Features: A comprehensive design program shall be prepared to define the architectural features that will be required for the restoration of existing buildings or the creation of new buildings in the downtown area. The use of overhangs, benches and shading devices are encouraged.

Community Character: The Main Street corridor shall encourage pedestrian-oriented activity and provide an identifiable character of Winters that builds on the areas unique architectural character and diversity of land uses. Maintaining existing historical structures and creation of new structures that follow the areas historical character will be encouraged.

Building materials shall convey durability, permanence, and the areas historic industrial use. Shading devices and techniques are encouraged to reduce interior glare, conserve energy and add visual interest.

The Putah Creek Corridor



Geographical Location:

The southern limit of the Putah Creek corridor follows the creek bed from I-505 on the east to the confluence of Dry Creek on the west, thence northward to Highway 128. The northern limit consists of all open space north of the channel, plus the parcels immediately fronting on the open space. Open space along currently undeveloped sections of the creek is defined by the General Plan as 100 feet back from the top of bluff.

Land uses designated within the corridor include residential west of Railroad (with the exception of one commercial property on the corner of Railroad and Russell), public/quasi public immediately east of railroad and various residential and commercial designations out to I-505.

Vision Statement:

The Putah Creek corridor is intended to provide a scenic and recreational amenity that preserves the natural environment, creates public access to the creek and attracts people to Winters. The Creek, if properly developed is seen as a major tourist attraction as well as recreation center for the community.

As part of the planning for the development of the corridor as a tourist and recreational area, the City shall investigate the potential of reconstructing the Weir Dam that once existed across Putah Creek, thereby creating a small recreational lake.

The pedestrian Esplanade along Railroad Avenue will transition at the Putah Creek corridor into foot and bike paths that meander eastward along the corridor. The City should also make an effort to develop horse trails along this corridor as a recreational amenity.

Businesses locating in the commercial sections of the corridor should exploit the natural amenities and opportunities presented by the corridor: cafes overlooking the creek, boat rentals, etc.

Circulation:

Vehicles will be prohibited in the creek and open space areas. Access to commercial properties along the corridor will be from the north. Critical to commercial development along the creek is the provision of multiple points of access for both bicycles and pedestrians, not only from the Esplanade, but from the various residential developments that occur along the corridor. Careful planning should be done to insure a "loop" whereby families could bike from residential areas, down the Esplanade, along the creek, perhaps stopping for ice cream along the route, then back home.

Setbacks:

All development along Putah Creek east of Railroad Avenue shall be set back at least 100 feet from the edge of the top of bluff, as defined by California Department of Fish and Game. All development along Putah Creek west of Railroad Avenue shall be setback at least 50 feet from the top of bluff. Variances may be granted for public/recreation oriented structures built on public lands.

Landscaping:

Development along Putah Creek shall protect existing vegetation to the greatest extent possible. Public access and recreational facilities shall not eliminate or degrade riparian habitat values. Trails, picnic areas, and other recreational developments shall be sited to minimize impacts on sensitive wildlife habitat and riparian vegetation.

The underlying principle of all landscaping in the Putah Creek corridor should be to emphasize the natural environment already existing in the corridor.

The City shall develop a program for habitat management within the open space portion of the corridor.

Signage:

Commercial signage in the open space corridor is prohibited. Signage along adjacent properties should be consistent with the natural environment represented by the corridor.

Lighting:

Night lighting shall only be allowed as it is necessary for public safety along open space trails. Night lighting of commercial businesses should be kept to a minimum, consistent with public safety and business security.

Parking: Parking shall be located to the north of parcels adjoining the corridor. Parking lots should be obscured from any trails through the open space area.

Architecture: The Putah Creek corridor is recognized as a unique amenity to the town. Commercial structures built adjacent to the open space corridor should be oriented towards the corridor in order to provide customers with a pleasing vista as well as pedestrians and bikers utilizing the open space pathways with inviting opportunities.

Community Character: The Putah Creek corridor represents a recreational and environmental character not present in the other commercial planning corridors. The underlying concept for development occurring along the corridor is to preserve the natural character and integrity of the corridor while at the same time providing both citizens and tourists with amenities not found in other valley towns.

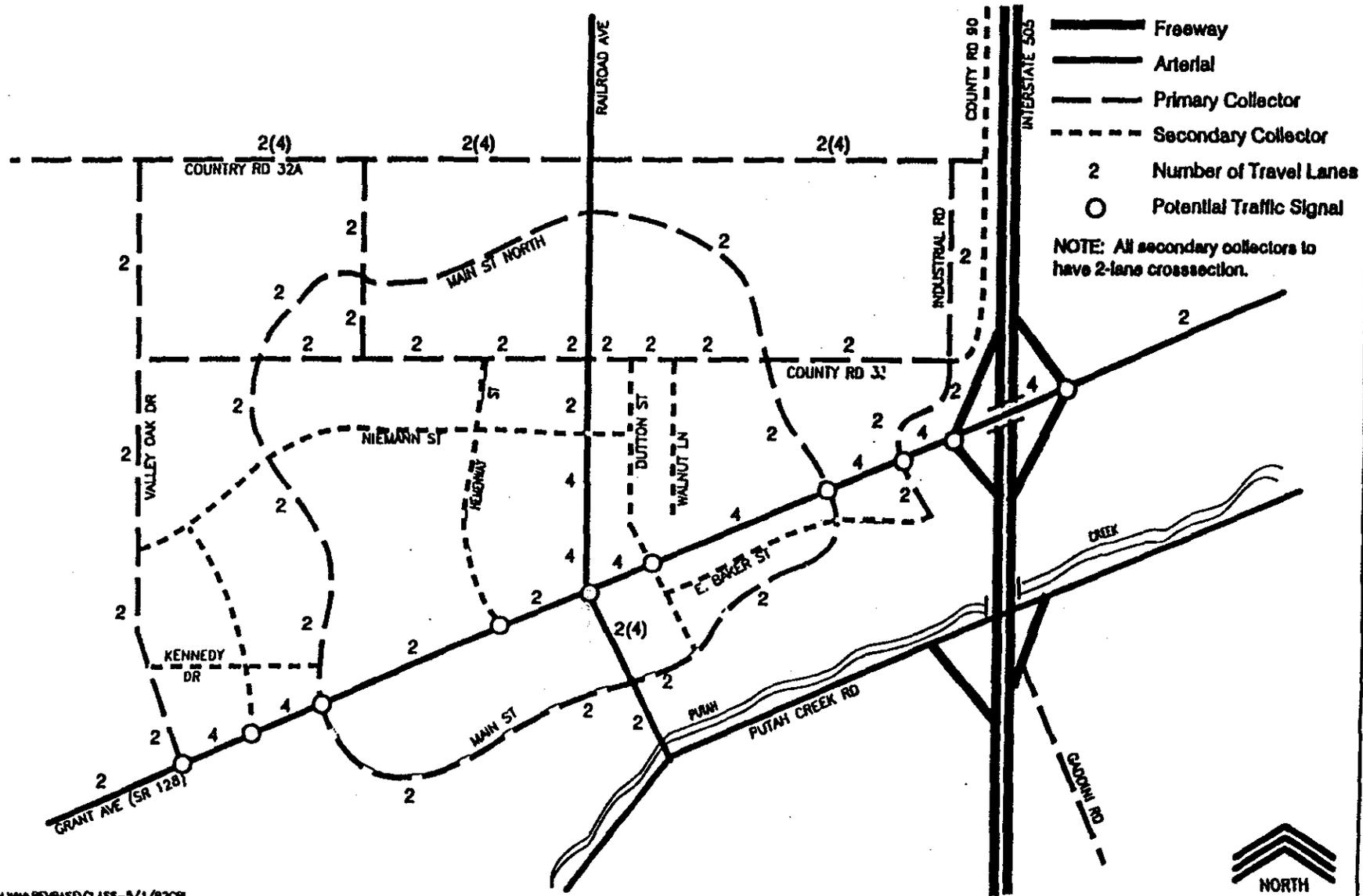
CITY OF WINTERS

CIRCULATION MASTER PLAN

Prepared by:

Wilbur Smith Associates

**Adopted
May 19, 1992**

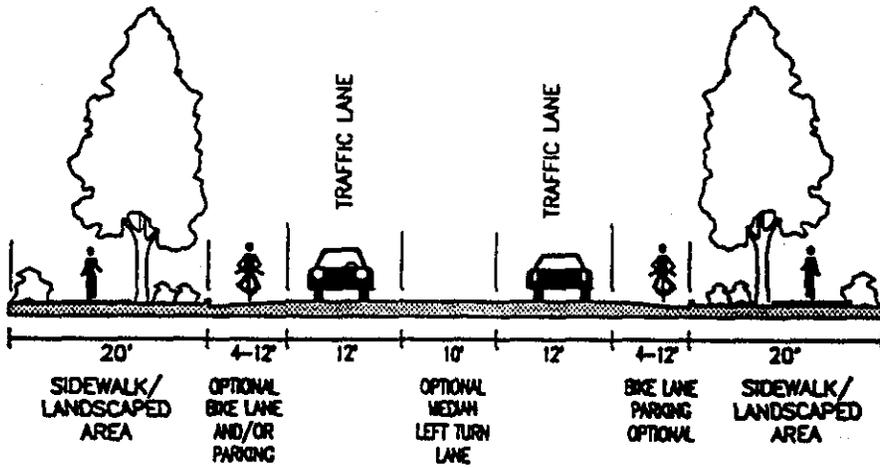


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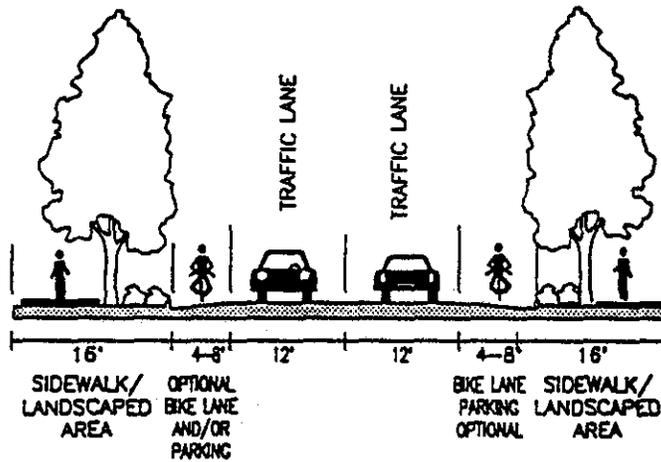
RECOMMENDED ROADWAY CLASSIFICATIONS AND LANE REQUIREMENTS

Winters Circulation Master Plan



2-LANE PRIMARY COLLECTOR

PAVEMENT: 32-58'
 RIGHT-OF-WAY: 74-98'



2-LANE SECONDARY COLLECTOR

PAVEMENT: 24-40'
 RIGHT-OF-WAY: 56-72'



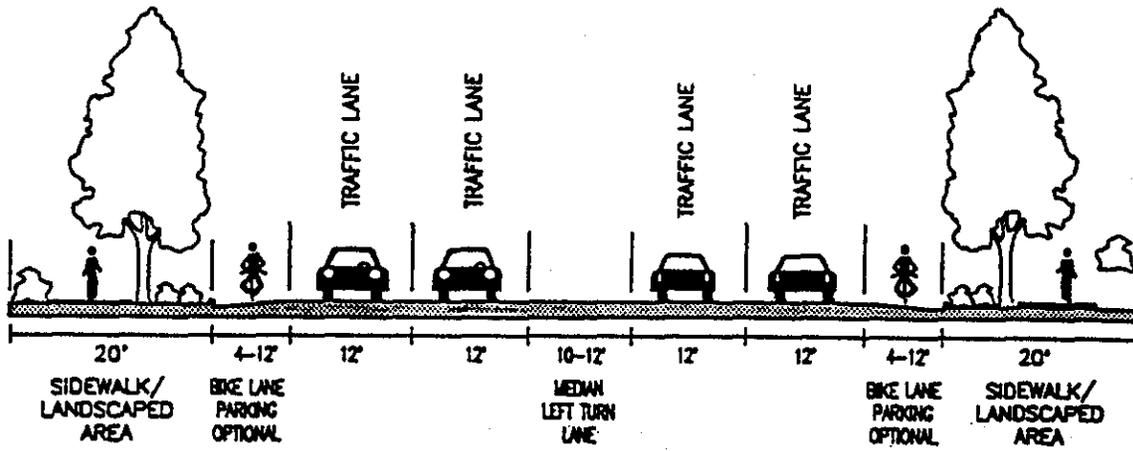
LOCAL STREET
 PAVEMENT: 24-38'
 RIGHT-OF-WAY: 32-50'

GENPLAN WINTERS AND 4/22/82 CRL

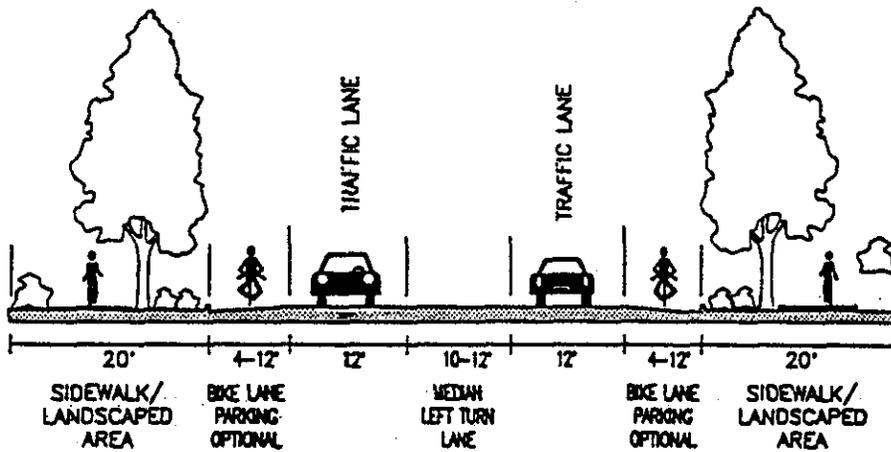


RECOMMENDED STREET STANDARDS (cont)

Winters Circulation Master Plan



4-LANE ARTERIAL
 PAVEMENT: 66-84'
 RIGHT-OF-WAY: 106-124'



2-LANE ARTERIAL
 PAVEMENT: 54-72'
 RIGHT-OF-WAY: 94-112'

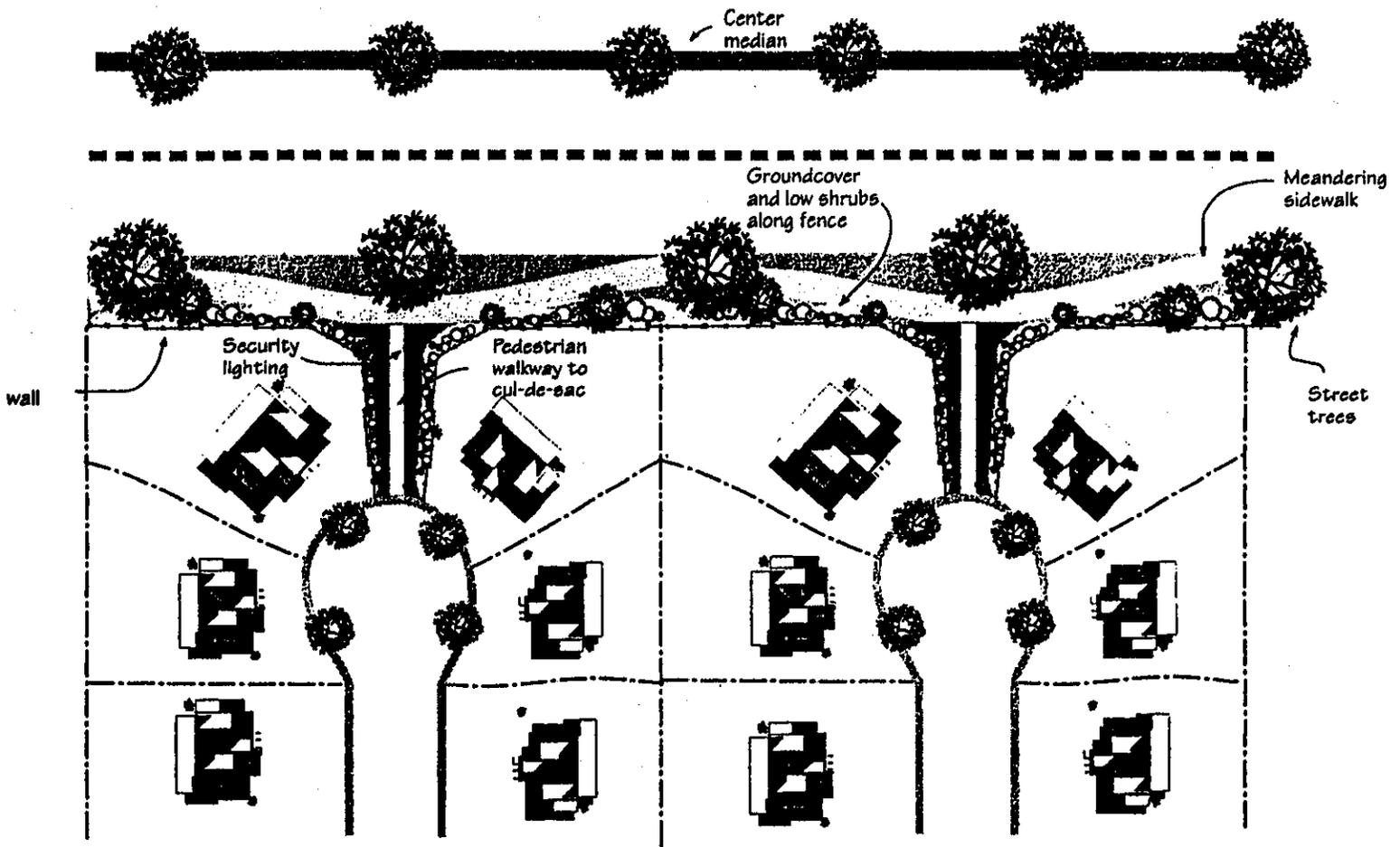
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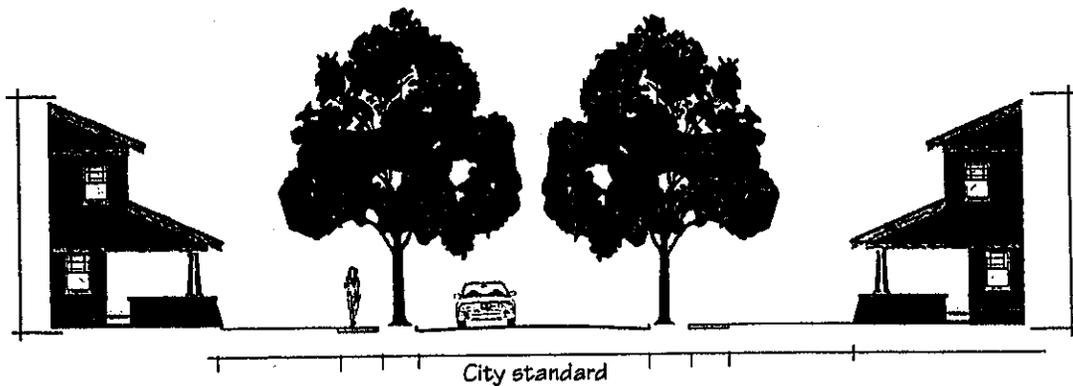
RECOMMENDED STREET STANDARDS

Winters Circulation Master Plan

Options For Walls Along Arterials



Cul-de-sacs



Tree-lined street with parkway planter strip between street and sidewalk.

CITY OF WINTERS

MASTER STREET TREE LIST

Larger - 40 feet or larger

Botanical Name	Common Name	Evergreen	Flowers	Drought Resistant	Growth Rate			Tree Spacing
					Fast	Moderate	Slow	
Acer Saccharinum	Silver Maple				F			30 ft.
Fraxinus holotricha	Moraine Ash				M			"
Fraxinus uhdei	Evergreen Ash	X			F			"
Fraxinus velutina	Arizona Ash				M			"
Gleditsia	Honey Locust				F			"
Gymnocladus dioica	Kentucky Coffe Tree				M			"
Liriodendron tulipifera	Tulip Tree		X		F			"
Magnolia grandifolia	Magnolia		X		M			"
Pistacia chinensis	Chinese Pistach				M			"
Platanus acerifolia (*)	London Plane (*)				F			"
Quercus agrifolia	Coast Live Oak	X		X	M			"
Quercus douglasii	Blue Oak			X	M			"
Quercus lobata	Valley Oak			X	M			"
Quercus rubur	English Oak				M			"
Quercus suber	Cork Oak	X			M			"
Quercus wislizeni	Interior Live Oak	X		X	M			"
Robina pseudoacacia	Purple Robe Locust		X	X	F			"
Ulmus parvifolia	Chinese Elm	X			F			"
Zelkova serrata	Zelkova				M			"

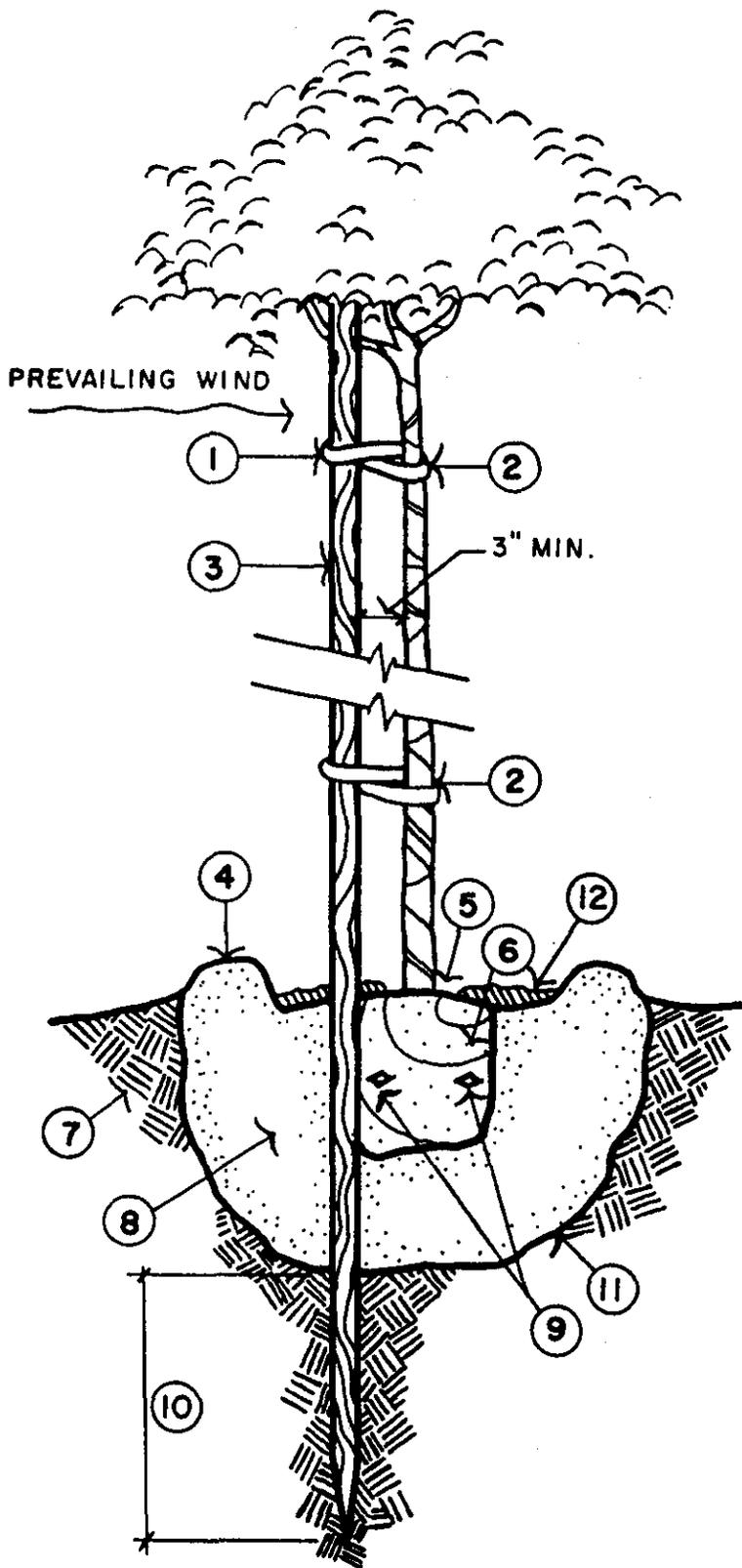
* Variety - Bloodgood, Yarwood.

CITY OF WINTERS

MASTER STREET TREE LIST

Medium - to 40 feet

		Evergreen	Flowers	Drought Resistant	Growth Rate	Tree Spacing
					Fast Moderate Slow	
Botanical Name	Common Name					
Acer buergeranum	Trident Maple				M	25 ft.
Acer rubrum	Red Maple				M	"
Brachychiton populneus	Bottle Tree	X			M	"
Carpinus betulus	European Hornbeam				M	"
Celtris australis	Hackberry				M	"
Fraxinus oxycarpa	Raywood Ash				F	"
Mayrenus boaria	Chile Mayten	X			S	"
Melia umbraculiformis	Texas Umbrella			X	F	"
Schinus molle	California Pepper	X		X	M	"
Tilia Cordata	Little Leaf Linden				M	"



Notes:

1. Attach Tree Tie To Stake With 2 Galvanized Roofing Nails.
2. 1" Wide X 18" Rubber Tree Tie In Figure 8 Pattern; 2 Per Tree.
3. 3" Diameter X 10' Treated Lodgepole Pine Stake. Place On Windward Side Of Tree. Two Stakes Per Tree For Street Trees.
4. Temporary Watering Basin: 4" High Berm X Minimum 3' Diameter. (Not Used In Turf Areas).
5. Set Top Of Rootball 2" Above Finish Grade To Allow For Settlement. Keep Mulch 2" Clear.
6. Well Developed Tree Rootball.
7. Native Soil.
8. Backfill Mix Per Specifications Or Soils Report.
9. Fertilizer Tablets Per Specifications.
10. Drive Stake 1'-0" Minimum Into Undisturbed Subsoil.
11. Planting Hole Shall Be Twice Diameter And Twice The Depth Of The Rootball. Scarify Sides And Bottom Of Hole.
12. 2" Depth Shredded Redwood Or Cedar Bark Mulch.
13. Root Barrier Required For Street Trees In Planter Strip(s).

CITY OF WINTERS

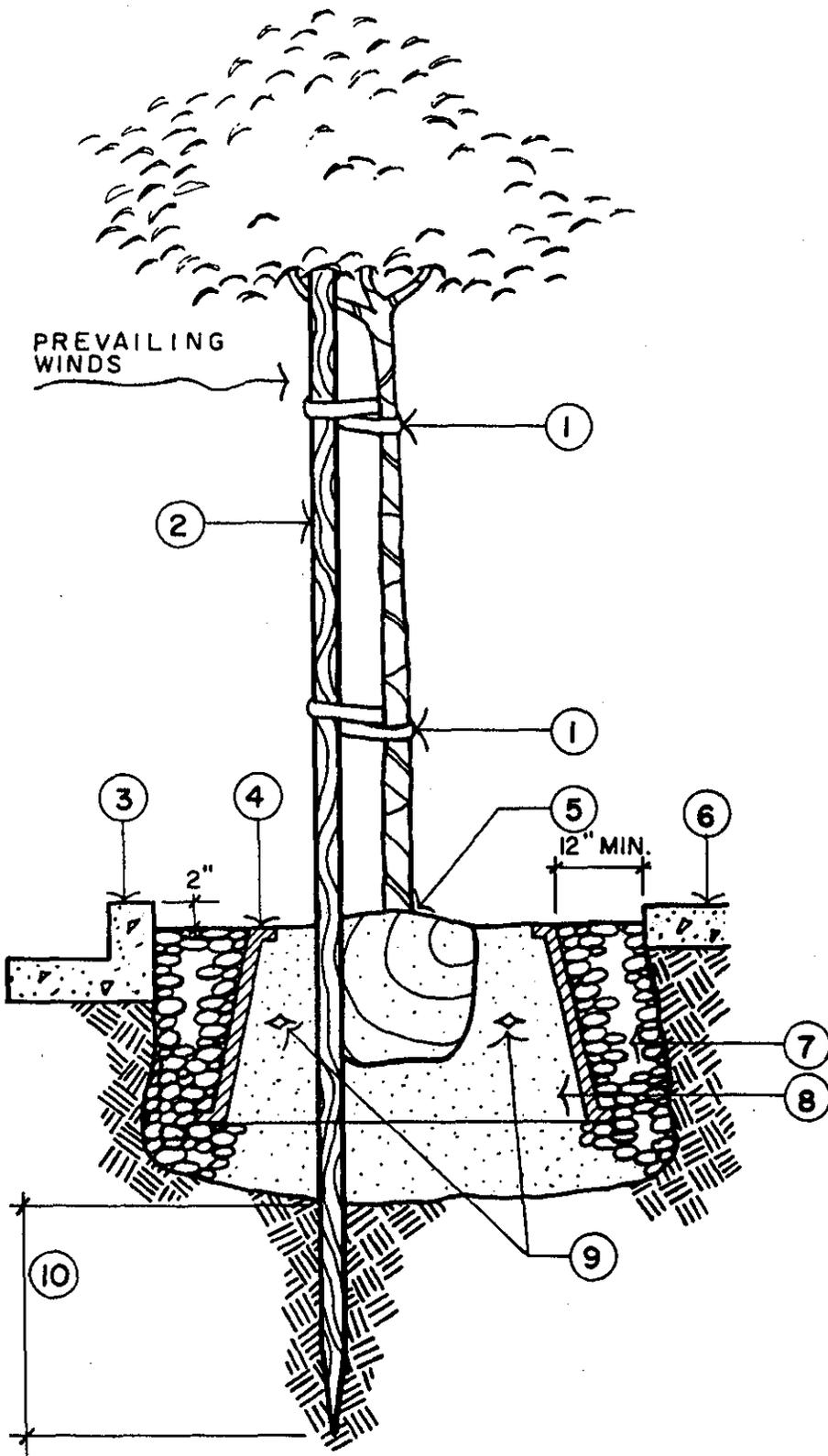
Standard Details

Tree Planting Detail

Approved By:

San Rafael
City Engineer

L-1a

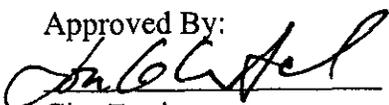


Notes:

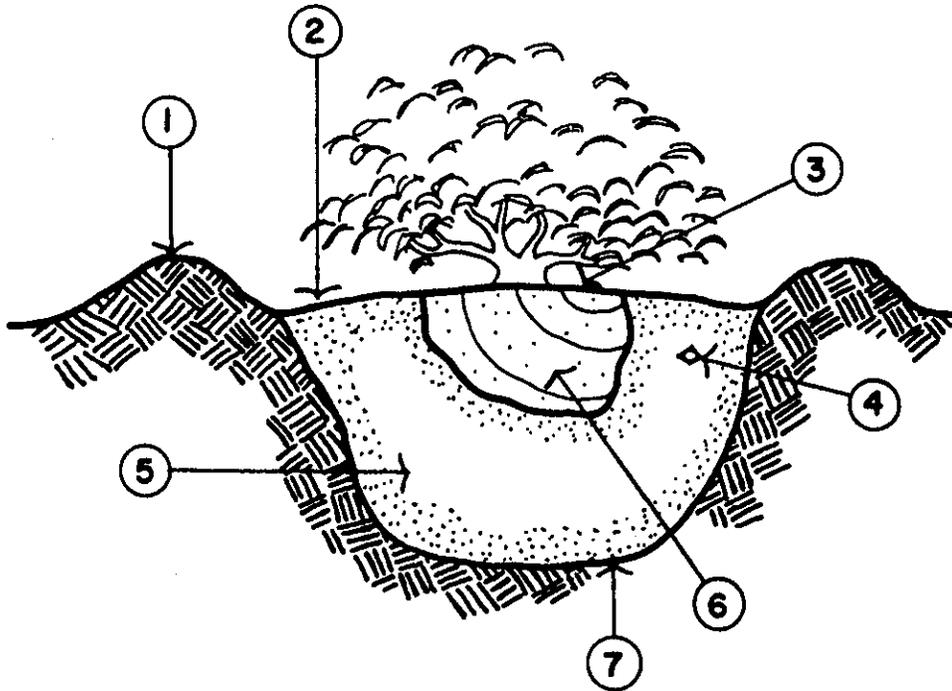
1. Attach Tree Tie To Stake With 2 Galvanized Roofing Nails. 1" Wide x 18" Rubber Tree Tie In Figure 8 Pattern; 2 Per Stake.
2. 3" Diameter x 10' Treated Lodgepole Pine Stake. Place On Windward Side Of Tree. Two Stakes Per Tree For Street Trees.
3. Curb and Gutter or Other Paving.
4. Root Control Planter or Barrier by "Deep Root Corp." or Approved Equal.
5. Set Top Of Rootball 1" Above Finish Grade To Allow For Settlement. Keep Mulch 2" Clear.
6. Sidewalk.
7. 3/4" Drain Rock. Backfill All Sides of Deep Root Planter as Shown.
8. Backfill Mix Per Specifications Or Soils Report.
9. Fertilizer Tablets Per Specifications.
10. Drive Stake 1'-0" Minimum Into Undisturbed Subsoil.
11. Planting Hole Shall Be Twice Diameter And Twice The Depth Of The Rootball. Scarify Sides And Bottom Of Hole.
12. **Root Barrier Required For Street Trees In Planter Strip(s).**

CITY OF WINTERS

Standard Details
**Tree Planting Detail
 with Root Barrier**

Approved By:

 City Engineer

L-1b



- ① TEMPORARY WATERING BASIN; 4" HIGH BERM X 3'-DIAMETER.
- ② TOP DRESSING : MULCH PER SPECIFICATIONS.
- ③ SET CROWN OF PLANT 1" ABOVE FINISH GRADE SOIL TO ALLOW FOR SETTLEMENT.
- ④ FERTILIZER TABLET(S) PER SPECIFICATIONS.
- ⑤ BACKFILL MIXTURE PER SPECIFICATIONS.
- ⑥ WELL DEVELOPED SHRUB ROOTBALL.
- ⑦ PLANTING HOLE SHALL BE TWICE DIAMETER AND TWICE DEPTH OF SHRUB ROOTBALL ; SCARIFY SIDES AND BOTTOM OF HOLE.

CITY OF WINTERS

Standard Details

Shrub Planting Detail

Approved By:

[Handwritten Signature]
City Engineer

L-2