



**PLANNING COMMISSION
STAFF REPORT ADDENDUM**

TO: Honorable Chairman and Commissioners
DATE : April 22, 2008
FROM: Jeff Fisher, Contract Planner
Cas Ellena, Redevelopment & Economic Development Director
SUBJECT: Partial Vacation of East Abbey Street between Railroad Avenue and Elliot Street General Plan Consistency Report

Subsequent to the circulation of the staff report for the above referenced Planning Commission hearing item, staff made a few minor textual revisions to the report. The revisions are only textual in nature and do not alter staff's recommendation and fiscal impact determination. The revised staff report is attached.

In addition to the revisions to the staff report, staff made some minor revisions to Attachment 2 (Exhibit B "Consistency Report"). In summary, staff determined that two (2) of the General Plan policies (I.A.6 and III.A.3) contained in the Consistency Report are not applicable to the partial vacation of East Abbey Street. Therefore, staff has deleted the two policies from the Consistency Report. The remaining minor revisions are textual in nature and do not alter the proposed project's General Plan consistency.

With the exception of the deletion of the two non-applicable General Plan Policies and minor textual revisions, there are no further revisions to the staff report. Staff's recommendation and fiscal impact determination shall remain as stated on the staff report. The revised staff report and revised Exhibit B "Consistency Report" are attached.

Attachments: 1) Revised Staff Report; 2) Revised Exhibit B "Consistency Report"



REVISED

**PLANNING COMMISSION
STAFF REPORT**

REVISED

TO: Honorable Chairman and Commissioners
DATE: April 22, 2008
FROM: Jeff Fisher, Contract Planner
Cas Ellena, Redevelopment & Economic Development Director
SUBJECT: Partial Vacation of East Abbey Street between Railroad Avenue and Elliot Street General Plan Consistency Report

STAFF RECOMMENDATION: 1) Accept the General Plan Consistency Report regarding the partial vacation of East Abbey Street between Railroad Avenue and Elliot Street; and 2) Submit Consistency Report to the City Council for consideration.

BACKGROUND: The block in downtown Winters referred to as "Main Street Village" is a 1.823-acre block (Assessor Parcel Numbers 003-224-01, 02, 03, and 04) bordered by Railroad Avenue on the west, East Abbey Street on the north, Elliot Street on the east, and East Main Street on the south (the "Block"). This Block currently has the greatest potential for in-fill development in downtown Winters. The Community Development Agency ("CDA") owns the westerly most parcel on the Block fronting Railroad Avenue between East Main Street and Abbey Street ("CDA Parcel"). The CDA is currently negotiating a Disposition and Development Agreement ("DDA") with Monticello Investors (the "Developer") for the development of a mixed-use project (the "Project") on the CDA Parcel. The southern side of the remainder of the block has been developed within the last several years and the northern side of the remainder of the Block has recently changed ownership and also offers potential for in-fill development.

On March 4, 2007, the City Council considered a proposed concept to further assist the development of the Block (attached as Exhibit A) which includes: 1) vacation of an approximate 30 foot by 90 foot section of the south west section of East Abbey Street between Railroad Avenue and Elliot Street to allow additional building footprint on the CDA Parcel; 2) retention of the north west section of East Abbey Street between Railroad Avenue and Elliot Street for vehicle ingress and egress access off of Railroad Avenue and for ingress/egress access to the Block and to the Mariani property on the north side of East Abbey; and 4) retention of the remainder of East Abbey between Railroad Avenue and Elliot Street for the development of diagonal public parking and an easterly one-way street.

On March 4, 2008, the City Council approved Resolution No. 2008-06, authorizing a Notice of Intent regarding a reconfiguration and partial vacation of East Abbey Street between Railroad Avenue and Elliot Street and accordance with Government Code Section 65402, and directed the Planning Commission to prepare a report on the consistency of the partial vacation with the General Plan.

SUMMARY OF GENERAL PLAN POLICY ANALYSIS: Staff has conducted a General Plan policy consistency analysis, as requested, which is attached as Exhibit B (“Consistency Report”). The analysis finds that the partial vacation of the section of East Abbey described above is consistent with all applicable General Plan policies—these are policies related to Land Use, Transportation & Circulation, Public Facilities and Services, and Natural Resources.

FISCAL IMPACT: None by this action.

REQUESTED ACTION: That the Planning Commission move that the proposed vacation of the section of Abbey Street, as determined through the analysis contained in Exhibit A of this staff report, is determined to be consistent with all applicable General Plan policies.

ATTACHMENTS: 1) Exhibit A “Reconfiguration”; 2) Exhibit B “Consistency Report”

REVISED

East Abbey Street Reconfiguration and Partial Vacation General Plan Consistency Review

The following summarizes the General Plan policies of the City of Winters that are applicable to the proposed “project”, defined as the partial vacation of a section of Abbey Street in downtown Winters. This is accompanied by a consistency finding of how the project responds to the particular General Plan policy.

General Plan Policy	Consistency Finding
Land Use Element	
I.A.3. The City shall encourage development to occur in a sequence that promotes the efficient use and extension of public facilities and services.	The project will facilitate infill development on the adjacent site in a manner that fully utilizes existing public facilities and services.
I.B.2 The City shall promote infill development and the conversion of industrial buildings and properties to commercial uses in the Central Business District.	The project will promote infill development in the Central Business District by providing public parking areas for commercial uses in the CBD.
I.B.6. The City shall support the revitalization of the Central Business District (CBD) by upgrading physical infrastructure, such as sidewalks, curbs, street lighting, water, sewer, and drainage facilities. The City shall also work with utility companies in undergrounding overhead utility lines in the Central Business District.	The project will facilitate the revitalization of the CBD by providing improved sidewalks, curbs, drainage facilities, and the addition of approximately 30 public parking spaces.
I.D.3. The City’s first priority for new commercial development shall be the Central Business District.	The project will facilitate infill commercial development and increased public benefit (i.e., improved pedestrian/bike access and vehicle parking) in the Central Business District.
General Plan Circulation Plan Diagram and Standards: Abbey Street is designated as a Secondary Collector Street. Secondary Collector Streets provide for two 12-foot travel lanes, 4-foot to 8-foot shoulders for bike lanes and/or parking, and 16-foot sidewalk/landscaped areas.	The project will not change the Secondary Collector Street designation/status or the required standards of East Abbey Street.
Transportation and Circulation Element	

<p>III.A.1. The City shall endeavor to maintain a Level of Service "C" or better, as defined by the <i>1985 Highway Capacity Manual</i> or subsequent revisions, on all streets and intersections within the city.</p>	<p>The proposed project has been reviewed by the City Engineer. The City Engineer has stated that the project will not reduce the Level of Service below "C".</p>
<p>III.A.2. Streets shall be dedicated, constructed, widened, extended, and modified according to City standards specified in Part I of this <i>Policy Document</i>. Dedication and improvement of full rights-of-way may not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. The City may allow other deviations from these standards if the City determines that safe and adequate public access and circulation, including pedestrian convenience, are preserved by such deviations.</p>	<p>All aspects of the project's improvements are designed in accordance with the City Public Works Department Improvement Standards and shall be approved by the City Engineer.</p>
<p>III.A.9. The City shall require street designs consistent with principles of interconnected network path design. The City shall insure that there are multiple, local-street access points to all developments throughout the city. The City shall insure that direct access to all local streets from primary and secondary collectors is maintained. At the discretion of the City, alleys may be used in conjunction with the overall street layout.</p>	<p>The project will result in a modification of the existing street grid but it is considered a minor modification since East Abbey Street will still have ingress and egress ability, vehicles traveling east can drive through and vehicles traveling west will still be able to reach Railroad Avenue via Elliot Street.</p>
<p>III.A.10. Street designs should promote pedestrian and bicycle travel and should emphasize safety over travel speed and capacity. Collector streets should not be used as separators of neighborhoods.</p>	<p>The street realignment design will not in any way restrict pedestrian and bicycle travel. Non-vehicle access will be improved with the addition of new sidewalks and bicycle lanes.</p>
<p>III.A.12. The City shall encourage the use of curb corner radii that slow traffic turning movements and minimize pedestrian crosswalk lengths, but are consistent with fire truck turning needs.</p>	<p>The project is consistent with the requirements and standards of the Winters Fire Department.</p>
<p>III.A.13. On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation.</p>	<p>The project does not include areas for truck parking and the 30 additional parking spaces provided are not sized to accommodate truck parking.</p>

III.A.14 Industrial and commercial development shall be planned so that truck access through residential areas is avoided.	The project will not alter existing truck routes, nor create the necessity for new truck routes through residential areas.
III.A.15. The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development pays its share of the costs of circulation improvements.	Upon approval of any new development, project conditions of approval shall ensure that new development pays its share of the costs of circulation improvements.
III.F.1 The City shall require provision of adequate off-street parking in conjunction with all new developments. To the extent possible, parking shall be located behind buildings, out of view from the street. When it is not possible for parking lots to be placed behind buildings, the City shall require screening to mitigate the visual impact of the lots while providing for continued police surveillance. As much as possible, parking lots should not be located at intersections.	The project will create an off-street public parking area to accommodate future development. The parking area will be set back from the intersection of Abbey Street and Railroad Avenue.
III.G.1 The City shall maintain a safe and convenient system of pedestrian and bicycle routes that encourages walking or bicycling as an alternative to driving. The pedestrian bicycle system shall connect all residential areas, schools, and shopping and employment areas in the city. The bicycle system shall favor on-street bike lanes over separated bike paths. New development shall be required to pay its share of the costs for development and maintenance of this system.	The project will not affect the existing pedestrian and bicycle routes. The creation of the parking area will also promote pedestrian activity to the Central Business District.
III.G.6 The City shall require inclusion of bicycle parking facilities at all new major public and quasi-public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking.	In accordance with the Zoning Code, the inclusion of bicycle and locker facilities will be included as a requirement for all new development as a condition of project approval.
Public Facilities and Services	
IV.A.1 The City shall ensure, insofar as possible, that public facilities and services are developed and operational as they are needed to serve new development.	Adequate operational public services are existing at the site to accommodate new development.
IV.G.1. The City shall encourage the Fire	The project will be designed in accordance

<p>Protection District to maintain an overall fire insurance (ISO) rating of five or better for the city of Winters, but in no event should the ISO rating be allowed to fall below 6. The goal for average response time for Priority 1 (emergency) calls should be five minutes.</p>	<p>with the requirements of the Winters Fire Department. According to the Fire Department, the project will not effect the response times for Priority 1 emergency services.</p>
<p>Natural Resources</p>	
<p>VI.C.3. Unless there are overriding considerations as defined in the California Environmental Quality Act, the City shall not approve any project that would cause significant unmitigatable impacts on rare, threatened, or endangered wildlife or plant species.</p>	<p>The project is determined to be Categorical Exempt from any CEQA analysis, meaning no unmitigatable impacts are anticipated on rare, threatened, or endangered wildlife or plant species.</p>
<p>VI.C.9. Large, older and historically-significant trees should not be removed unless they are diseased or represent an unavoidable obstacle to development. Development should be designed and constructed to avoid adverse impacts on such trees.</p>	<p>The project does not include the removal of any existing trees.</p>
<p>VI.E.6. The City shall require for both public and private projects that construction-related dust be minimized. Larger projects that create a potential for generating a significant amount of construction-related dust shall be required to include dust control measures as part of their construction mitigation plans.</p>	<p>The project shall conform to the standard specifications related to earthwork contained in the City Public Works Improvement Standards Section 12-2.</p>