

CITY OF WINTERS SPECIAL PLANNING COMMISSION AGENDA

Tuesday, August 14, 2018 @ 6:30 PM  
City of Winters Council Chambers  
318 First Street  
Winters, CA 95694-1923  
Community Development Department  
Contact Phone Number (530) 794-6713  
Email: [dave.dowswell@cityofwinters.org](mailto:dave.dowswell@cityofwinters.org)

Chairperson: Paul Myer  
Vice Chair: Lisa Baker  
Commissioners: Dave Adams, Patrick  
Riley, Gregory Contreras, Daniel  
Schrupp, Ramon Altamirano  
City Manager: John W. Donlevy, Jr.  
Management Analyst, Dago Fierros

- I CALL TO ORDER
- II ROLL CALL & PLEDGE OF ALLEGIANCE
- III CITIZEN INPUT: Individuals or groups may address the Planning Commission on items which are not on the Agenda and which are within the jurisdiction of the Planning Commission. NOTICE TO SPEAKERS: Speaker cards are located on the first table by the main entrance; please complete a speaker's card and give it to the Planning Secretary at the beginning of the meeting. The Commission may impose time limits.
- IV CONSENT ITEM
- V STAFF/COMMISSION REPORTS
- VI DISCUSSION ITEMS
  - A. Public Hearing and Consideration of an application by Winters Cemetery District to install a 950 square foot, one-story, modular office building near the northeast corner of the property located at 415 Cemetery Street.
  - B. Public Hearing and Consideration of an application by Hooby's Brewing to install two signs on property located at 9 East Main Street, Suites J & K. One sign will be 5 feet in diameter and will face East Main Street and the other sign will be 2 feet by 5 feet and will face Elliot Street. Both signs will be non-illuminated.
  - C. Downtown regarding Downtown Parking Master Plan.
  - D. Discussion regarding General Plan refresh.
- VII COMMISSION/STAFF COMMENTS
- VIII ADJOURNMENT

POSTING OF AGENDA: PURSUANT TO GOVERNMENT CODE § 54954.2, THE COMMUNITY DEVELOPMENT MANAGEMENT ANALYST POSTED THE AGENDA FOR THIS MEETING ON AUGUST 9, 2018

  
\_\_\_\_\_  
DAVID DOWSWELL, CONTRACT PLANNER, COMMUNITY DEVELOPMENT  
DEPARTMENT

APPEALS: ANY PERSON DISSATISFIED WITH THE DECISION OF THE PLANNING COMMISSION MAY APPEAL THIS DECISION BY FILING A WRITTEN NOTICE OF APPEAL WITH THE CITY CLERK, NO LATER THAN TEN (10) CALENDAR DAYS AFTER THE DAY ON WHICH THE DECISION IS MADE.

PURSUANT TO SECTION 65009 (B) (2), OF THE STATE GOVERNMENT CODE "IF YOU CHALLENGE ANY OF THE ABOVE PROJECTS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING(S) DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY PLANNING COMMISSION AT, OR PRIOR TO, THIS PUBLIC HEARING".

MINUTES: THE CITY DOES NOT TRANSCRIBE ITS PROCEEDINGS. ANYONE WHO DESIRES A VERBATIM RECORD OF THIS MEETING SHOULD ARRANGE FOR ATTENDANCE BY A COURT REPORTER OR FOR OTHER ACCEPTABLE MEANS OF RECORDATION. SUCH ARRANGEMENTS WILL BE AT THE SOLE EXPENSE OF THE INDIVIDUAL REQUESTING THE RECORDATION.

PUBLIC REVIEW OF AGENDA, AGENDA REPORTS, AND MATERIALS: PRIOR TO THE PLANNING COMMISSION MEETINGS, COPIES OF THE AGENDA, AGENDA REPORTS, AND OTHER MATERIAL ARE AVAILABLE DURING NORMAL WORKING HOURS FOR PUBLIC REVIEW AT THE COMMUNITY DEVELOPMENT DEPARTMENT. IN ADDITION, A LIMITED SUPPLY OF COPIES OF THE AGENDA WILL BE AVAILABLE FOR THE PUBLIC AT THE MEETING. COPIES OF AGENDA, REPORTS AND OTHER MATERIAL WILL BE PROVIDED UPON REQUEST SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT. A COPY FEE OF 25 CENTS PER PAGE WILL BE CHARGED.

ANY MEMBER OF THE PUBLIC MAY SUBMIT A WRITTEN REQUEST FOR A COPY OF PLANNING COMMISSION AGENDAS TO BE MAILED TO THEM. REQUESTS MUST BE ACCOMPANIED BY A CHECK IN THE AMOUNT OF \$25.00 FOR A SINGLE PACKET AND \$250.00 FOR A YEARLY SUBSCRIPTION.

OPPORTUNITY TO SPEAK, AGENDA ITEMS: THE PLANNING COMMISSION WILL PROVIDE AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE COMMISSION ON ITEMS OF BUSINESS ON THE AGENDA; HOWEVER, TIME LIMITS MAY BE IMPOSED AS PROVIDED FOR UNDER THE ADOPTED RULES OF CONDUCT OF PLANNING COMMISSION MEETINGS.

REVIEW OF TAPE RECORDING OF MEETING: PLANNING COMMISSION MEETINGS ARE AUDIO TAPE RECORDED. TAPE RECORDINGS ARE AVAILABLE FOR PUBLIC REVIEW AT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR 30 DAYS AFTER THE MEETING.

THE COUNCIL CHAMBER IS WHEELCHAIR ACCESSIBLE



**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Chairperson and Planning Commissioners  
**DATE:** August 14, 2018  
**FROM:** David Dowswell, Contract Planner   
**SUBJECT:** Public Hearing and Consideration of an application by Winters Cemetery District located at 415 Cemetery Street for Design Review (DR 2018-06) approval to install a modular office building.

---

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:

- 1) Receive staff report; and
- 2) Conduct the Public Hearing to solicit public comment; and
- 3) Approve the Site Plan/Design Review (DR 2018-06) for installing a modular office building on a portion of the Winters Cemetery property.

**BACKGROUND:** The Winters Cemetery District (the District) is an independent governmental agency/district which is governed by a board. The District is under the supervision of the State Architect. Although an independent governmental agency, over the years the District has obtained building permits (electrical upgrades, re-roof, new shed, etc.) from the City.

**PROJECT DESCRIPTION:** The District is proposing to construct/install a 23.67 foot by 40 foot or 946 square foot, single-story, prefabricated modular office building on the northeast portion of the District's property near Anderson Avenue. Included with the modular building will be two paved parking spaces, one regular and one ADA (Attachment A).

**ANALYSIS:**

The Zoning Ordinances states in Section 17.36.020, "Design Review shall be required before the planning commission for the following projects: A. Construction of nonresidential buildings or structures of five hundred (500) square feet or more, or additions of five hundred (500) square feet or more to such existing buildings." The modular building is 946 square feet, requiring design review. The Zoning Ordinance further states in Section

17.76.020 (Chapter 17.76, Landscaping and Irrigation), "These standards shall apply to all new development and improvement of existing uses in the city, including any construction, expansion or improvement on private property which requires the issuance of a building permit or other entitlements by the city."

The building is a prefabricated modular building. Staff as such is not recommending any changes to the exterior façade except for requiring that the solid doors and any downspouts on the exterior of the building be painted to match the adjacent surface to help them blend in. Staff further recommends softening the look of the building from Anderson Avenue by installing landscape planters adjacent to the building. The landscape planters should be a minimum of two feet wide. A variety of small shrubs and ground cover should be planted along with a drip irrigation system. The applicant has prepared a sketch that is similar to what staff is recommending (Attachment B). Staff also recommends installing one 15-gallon tree in front of the building near Anderson, tree type to be the same as the tree to the west of the proposed building location. Plant palette would be approved by staff.

**ENVIRONMENTAL ASSESSMENT:** Staff has determined that the proposed modular building is Categorically Exempt from California Environmental Quality Act (CEQA), Class 3 Section 15303(e) (New Construction or Conversion of Small Structures, accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences).

**PROJECT NOTIFICATION: PROJECT NOTIFICATION:** Public notice for the public hearing on this planning application was prepared in accordance with the procedures in the City of Winters' Municipal Code and State Planning Law. The notice was published in the Winters Express on 8/1/18, and notices sent to all of the property owners within 300 feet of the project site at least ten days prior to public hearing. Copies of the staff report and attachments for the proposed project have been on file, available for public review at City Hall since 8/9/18.

**CONDITIONS OF APPROVAL FOR WINTERS CEMETERY DISTRICT MODULAR OFFICE BUILDING LOCATED ON PROPERTY AT 415 CEMETERY STREET, WINTERS, CA 95694.**

1. This Design/Site Plan Review Permit (DR 2018-06) is based upon and limited to compliance with the project description, site plans, elevations and conditions of approval set forth below. Any deviations from the project description or conditions of approval must be reviewed and approved by the community development director for conformity with this approval. Deviations may require modification to the permit and/or environmental review. Deviations without the above described approval will constitute a violation of permit approval.
2. The permittee shall defend (with attorneys approved by the City), indemnify and hold harmless the City of Winters, its agents, officers, and employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul an approval of the City, its advisory agencies, appeals boards, or legislative body concerning this approval Design Review Permit (DR 2018-06). This City will promptly notify the permittee of any such claim, action or proceeding against the City and will cooperate fully in the defense.

3. The applicants' acceptance of this permit and/or commencement of construction and/or operations under this permit shall be deemed to be acceptance by the permittee of all conditions of this permit.
4. Within 12 months after the effective date of this permit, the use shall commence. If the use has not commenced the community development director may approve a one-time extension of time for no more than one year. Request for an extension must be received in writing prior to August 24, 2019.
5. Plans submitted for building permits shall note that the solid exterior doors and any downspouts shall be painted to match the adjacent wall color.
6. Prior to obtaining a building permit the applicant shall revise the site plan to show a two foot wide planter along the north and west elevations. The applicant shall install one 15-gallon street tree that matches the existing tree to the west. Applicant shall submit a plant palette for approval of the Community Development Department.
7. Failure to comply with the above conditions may result in the immediate revocation of the design review permit.

**ATTACHMENTS:**

- A. Site Plan and Elevations
- B. Sketch showing landscape planter adjacent to building



Anderson

Fence

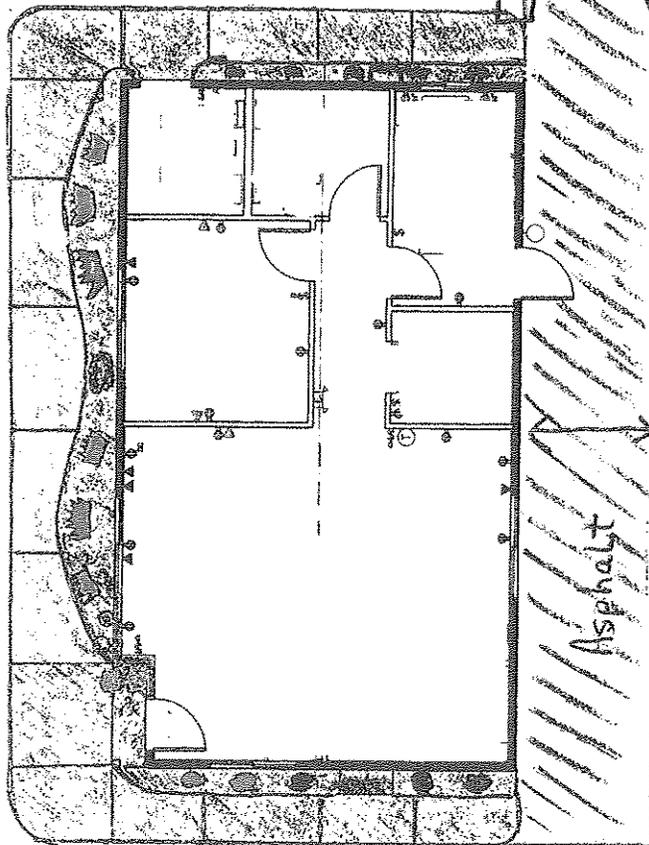
Cemetery Roadway

Concrete Bollards

0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100

↑ ? N

W



Wide enough for Office. Manager's car

Asphalt

Property Line

Van Accessible  
Reg. Size

Asphalt

Cemetery Roadway

Tree

Cemetery Roadway

ATTACHMENT B



**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Chairperson and Planning Commissioners  
**DATE:** August 14, 2018  
**FROM:** David Dowswell, Contract Planner   
**SUBJECT:** Public Hearing and Consideration of an application by Hooby's Brewing located at 9 East Main Street, Suites J and K for Design Review (DR 2018-07) approval to install two wall signs.

---

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:

- 1) Receive staff report; and
- 2) Conduct the Public Hearing to solicit public comment; and
- 3) Approve the Site Plan/Design Review (DR 2018-07) for installation of two wall signs for Hooby's Brewing

**BACKGROUND:** On November 24, 2009 a Conditional Use Permit (CUP 11-09-1108) was approved to operate a retail business selling wine that included on-site consumption. The business was called Main Street Cellars. Recently the business closed. The applicant, Curtis Stocking, is proposing to open a retail business with on-site beer tasting from the same location previously occupied by Main Street Cellars. The proposed business is similar to the previous business; no new Conditional Use Permit is needed.

**PROJECT DESCRIPTION:** The applicant is applying for Design Review approval to install two signs on the exterior of the building located at 9 East Main Street. One sign, which will be 5 foot in diameter, will be located on the front of the building facing East Main Street. The second sign, which will be 2 feet by 5 feet, will be located on the front of the building on the left side of the existing window closest to the corner of the building (Attachment A).

**ANALYSIS:**

The Zoning Ordinances states in Section 17.80.090 Table 7 that all new wall signs located in a Downtown Zone must be approved by the Planning Commission. The Zoning Ordinance further states in Section 17.58.070D1a signs located within the Form Base

Code shall be designed "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". Lastly the Zoning Ordinance states in Section 17.80.035B, "Wall Sign. One wall sign per building frontage. Maximum wall sign area is determined as follows, not exceeding one (100) hundred square feet: For buildings with single building frontage one-quarter foot of sign area for each ground-level linear foot of building frontage. For buildings with multiple frontages one-quarter square foot of sign area for each linear foot of additional frontage".

The building frontage along East Main Street is 65 feet. (Hooby's Brewing will be the only tenant occupying this portion of the building.) The sign proposed on the building facing East Main Street will be 20 square feet in area. Based on the above-mentioned regulations the maximum allowable area for the sign is (65 x .25) 16 square feet. The applicant will need to reduce the diameter of the sign to 4 feet 6 inches.

The sign proposed on the building facing Elliot Street will be 10 square feet. The building frontage that Hooby's Brewing will be occupying along Elliot Street is 36 feet. Based on the above-mentioned regulations the maximum allowable area for the sign is (36 x .25) 9 feet. The applicant will need to reduce area of the sign by one (1) square foot.

At some point one or both of these signs may get removed. If that were to occur the where the sign was located will stand out because the wood around the sign will have faded. Staff has added a condition requiring the owner to restrain the area where the sign was located.

**ENVIRONMENTAL ASSESSMENT:** Staff has determined that the proposed modular building is Categorically Exempt from California Environmental Quality Act (CEQA), Class 3 Section 15311(a) (Accessory Structures, On-premise signs).

**PROJECT NOTIFICATION: PROJECT NOTIFICATION:** Public notice for the public hearing on this planning application was prepared in accordance with the procedures in the City of Winters' Municipal Code and State Planning Law. The notice was published in the Winters Express on 8/1/18, and notices sent to all of the property owners within 300 feet of the project site at least ten days prior to public hearing. Copies of the staff report and attachments for the proposed project have been on file, available for public review at City Hall since 8/9/18.

**CONDITIONS OF APPROVAL FOR HOOBY'S BREWING WALL SIGNS ON PROPERTY AT 9 EAST MAIN STREET, SUITES J & K, WINTERS, CA 95694.**

1. This Design/Site Plan Review Permit (DR 2018-07) is based upon and limited to compliance with the project description, site plans, elevations and conditions of approval set forth below. Any deviations from the project description or conditions of approval must be reviewed and approved by the community development director for conformity with this approval. Deviations may require modification to the permit and/or environmental review. Deviations without the above described approval will constitute a violation of permit approval.

2. The permittee shall defend (with attorneys approved by the City), indemnify and hold harmless the City of Winters, its agents, officers, and employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul an approval of the City, its advisory agencies, appeals boards, or legislative body concerning this approval Design Review Permit (DR 2018-06). This City will promptly notify the permittee of any such claim, action or proceeding against the City and will cooperate fully in the defense.
3. The applicants' acceptance of this permit and/or commencement of construction and/or operations under this permit shall be deemed to be acceptance by the permittee of all conditions of this permit.
4. Within 12 months after the effective date of this permit, the use shall commence. If the use has not commenced the community development director may approve a one-time extension of time for no more than one year. Request for an extension must be received in writing prior to August 24, 2019.
5. Plans submitted for building permits shall note that the diameter of the wall sign along East Main Street has been reduced to 4 feet 6 inches or 16 square feet and the area of the wall sign along Elliot Street has been reduced to 9 square feet.
6. Should either sign ever be removed the wall area behind signs shall be restrained to match the adjacent wall surface.
7. Failure to comply with the above conditions may result in the immediate revocation of the design review permit.

**ATTACHMENTS:**

- A. Photo mockup of proposed signs



ATTACHMENT A



**PLANNING COMMISSION  
STAFF REPORT**

**DATE:** August 14, 2018  
**TO:** Chair and Planning Commissioners  
**FROM:** John W. Donlevy, Jr., City Manager *[Signature]*  
**SUBJECT:** Downtown Parking Master Plan

---

**RECOMMENDATION:**

That the Planning Commission:

1. Receive a Staff Report and Overview of the proposed Downtown Parking Master Plan;
2. Conduct a Public Hearing and receive input and comments related to the proposed plan; and
3. Adopt Planning Commission Resolution 2018-02 A RESOLUTION OF THE CITY OF WINTERS PLANNING COMMISSION RECOMMENDING ADOPTION OF THE DOWNTOWN WINTERS PARKING MASTER PLAN

**BACKGROUND:**

Since June, 2015, the Winters Parking Committee has worked on the analysis and development of an overall strategy to address both current parking issues and future concerns for the Downtown area. The process has involved the hire of a parking consultant, many public meetings and the development of a master plan which is now presented for your consideration.

The Downtown Parking Master Plan is attached along with the report and analysis prepared by the City's parking consultant, Kimley Horn.

**Discussion:**

The Downtown Winters Parking Plan provides an overall strategy and tasks to improve the availability within the main core of the City's commercial district. The central focus and recommendations of the Master Plan are in the following areas:

- Management Body
- Employee Parking

**Downtown Parking Master Plan  
Agenda Report- August 14, 2018  
Page 2**

- Event/Overflow Weekend Parking
- On-Street Striping
- Zoning and Development Standards
- Future Parking
- Main Street
- Urban Design
- Accessible Parking
- Loading and Unloading Zones
- New and Expanded Parking Lots
- Remote Parking for Special Events
- Parking Structures
- Parking Revenue
- Revenue and Financing Options
- Residential and Commercial Conflicts
- Enforcement
- Electric Vehicle Parking

The goals of the Master Plan are to promote turnover in key/high demand areas of the central business district, while promoting parking availability during the busiest times and during events.

Staff is recommending that the Planning Commission hold a public hearing on the plan, consider and make recommended modifications and recommend adoption to the City Council for approval.

**PROJECT NOTIFICATION:** A notice advertising for the public hearing on this application was prepared by the Community Development Department in accordance with notification procedures set forth in the City of Winters' Municipal Code and State Planning Law and was published in the Winters Express on 7/31/18. Copies of the staff report and all attachments for the proposed project have been on file, available for public review at City Hall since 7/31/18.

**ENVIRONMENTAL ASSESSMENT:** Consider the previously certified and approved CEQA clearance for the Downtown Winters Master Plan in the form of a Mitigated Negative Declaration. Per Section 15060c2 of the CEQA Guidelines, the proposed Downtown Master Plan is not subject to CEQA due to the lack of direct or reasonably foreseeable indirect physical change to the environment which would result from the adoption of the proposed Downtown Winters Parking Master Plan.

**PLANNING COMMISSION ACTION:** Staff recommends the Planning Commission adopt the attached resolution (Attachment 1) recommending the City Council take the following actions:

1. Adopt Planning Commission Resolution 2018-02 A RESOLUTION OF THE CITY OF WINTERS PLANNING COMMISSION RECOMMENDING ADOPTION OF THE DOWNTOWN WINTERS PARKING MASTER PLAN

**CEQA findings:**

1. The Planning Commission finds that based on their review of the Downtown Winters Parking Master Plan find the plan consistent with the Downtown Winters Master Plan and the implementation of the plan are not considered significant enough to require preparation of a subsequent environmental document. In accordance with the California Environmental Quality Act (CEQA), the Downtown Master Plan was found to be consistent with a Community Plan, General Plan, or Zoning per Section 15183 of the CEQA Guidelines. CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are

**Downtown Parking Master Plan**  
**Agenda Report- August 14, 2018**  
*Page 3*

2. The Planning Commission has considered comments received on the project during the public review process.
3. The decision not to prepare a subsequent environmental document reflects the independent judgment and analysis of the City of Winters.

**ATTACHMENTS:**

- A. Resolution 2018-02
- B. Downtown Winters Parking Master Plan

**RESOLUTION NO. 2018-02**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WINTERS  
RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE DOWNTOWN  
WINTERS PARKING MASTER PLAN**

**WHEREAS**, the Winters Planning Commission held a duly noticed public hearing on August 14, 2018 to review and consider recommending to the City Council approval of the proposed Downtown Parking Master Plan; and

**WHEREAS**, the Planning Commission reviewed and considered the draft plan and received public input; and

**WHEREAS**, the Planning Commission finds that based the on their review of the Downtown Winters Parking Master Plan find the plan consistent with the Downtown Winters Master Plan and the implementation of the plan are not considered significant enough to require preparation of a subsequent environmental document. In accordance with the California Environmental Quality Act (CEQA), the Downtown Master Plan was found to be consistent with a Community Plan, General Plan, or Zoning per Section 15183 of the CEQA Guidelines. CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review; and

**WHEREAS**, proper notice of this public hearing was given in all respects required by law; and

**WHEREAS**, the Planning Commission has reviewed all written evidence and all oral testimony presented to date.

**NOW, THEREFORE, BE IT RESOLVED**, the Planning Commission of the City of Winters, based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, recommends that the City Council the approval of the Downtown Winters Parking Master Plan, attached hereto as Exhibit 1.

**PASSED and ADOPTED**, by the Planning Commission of the City of Winters at a regular meeting on the 14th day of August 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Chairperson

ATTEST:

---

Planning Commission Secretary

# City of Winters Parking Master Plan- Final Draft

| Topic  | Lead Entity                             | Recommendations   | Implementation Program  |
|--|---|---|---|
| <i>Goal: Establish a management body to plan and manage parking in collaboration with the City. Management body will be to obtain funding from developers and map parking.</i> |   |   |   |
| <b>Management Body</b>   | Downtown Property Owners and Businesses | Establish a management body (i.e. BID) to serve as a "Winters Business Association" to plan and manage parking in collaboration with the City. Management body will be to coordinate funding from businesses, property owners, developers and to map and manage parking. The Association will coordinate the formation of a Downtown Assessment/Parking District to finance improvements. | <ol style="list-style-type: none"> <li>1. Solicitation from the business community for the formation of the Winters Business Association.</li> <li>2. Provision of legal guidance through researched examples of similar organizations.</li> </ol> <p style="text-align: right;">Due Date: Fall, 2018</p> |
| <b>Parking Benefit District</b>  | Downtown Property Owners and Businesses | Established through the Winters Business Association.   |   |
| <i>Goal II: Address employee parking within the Downtown core.</i>   |   |   |   |
| <b>Employee Parking</b>  | Winters Business Association            | <ol style="list-style-type: none"> <li>1. Establish employee parking locations and protocols.</li> <li>2. Develop enforcement policies to impose graduated violation fees, which increase with the number of offences.</li> </ol>   | <ol style="list-style-type: none"> <li>1. Implementation of Recommendations 1 and 2.</li> </ol> <p style="text-align: right;">Due Date: Fall, 2019</p>  |
|  |   |   |   |
|  |   |   |   |

| Topic  | Lead Entity                  | Recommendations   | Implementation Program   |
|--|------------------------------|---|--|
| Goal III: Create additional parking for major events and activity periods. |                              |   |  |
| <b>Event, Overflow and Weekend Parking</b>                                 | Winters Business Association | <ol style="list-style-type: none"> <li>1. Establish remote parking locations at Winters High School (WHS) and at suitable locations on other public and private parcels.</li> <li>2. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established.</li> <li>3. Facilitate valet service and determine a designated valet lot.</li> <li>4. Facilitate shuttle services for peak season and event parking.</li> </ol> | <ol style="list-style-type: none"> <li>1. Implementation of Recommendations 1-4</li> </ol> <p>Due Date: Fall, 2019</p>   |
| Goal IV: Maximize on street parking  |                              |   |  |
| <b>On-Street Striping</b>  | City of Winters              | <ol style="list-style-type: none"> <li>1. Establish a striping plan and annual budget to improve striping throughout the Winters Parking District within ¼ mile of Downtown.</li> <li>2. As the Downtown Master Plan develops, consideration should be given to diagonal on-street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).</li> </ol>  | <ol style="list-style-type: none"> <li>1. Implementation of Recommendations 1 and 2.</li> </ol> <p>Due Date:<br/>Recommendation 1- Summer, 2018<br/>Recommendation 2- Fall, 2018</p> |
| Goal V: Establish parking policies and standards within the Downtown core. |                              |   |  |

| Topic                                   | Lead Entity         | Recommendations   | Implementation Program  |
|---|---------------------|---|---|
| <b>Zoning and Development Standards</b> | City of Winters     | <p>Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking.</p> <p>Define minimum parking requirements for the Downtown.</p>                             | <p>1. Evaluation of “shared” parking policy and establishment of parking standards for new construction and occupancies.</p> <p>Due date: Fall, 2019</p>      |
|   | City of Winters     | <p>Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee.</p> | <p>1. Evaluation of public parking policy and establishment of shared parking standards for new construction and occupancies.</p> <p>Due date: Fall, 2019</p> |
|   | City of Winters     | <p>Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.</p>                  | <p>1. Evaluation of public parking policy and establishment of shared parking standards for new construction and occupancies.</p> <p>Due date: Fall, 2019</p> |
|   | City of Winters     | <p>On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.</p>                             | <p>1. City and WBA work to establish strategy on remote parking in Downtown.</p> <p>Due Date: Fall, 2019</p>  |
| <b>Shared Parking</b>                   | City of Winters     | <p>Establish policies and requirements for new and existing developments to share parking lots.</p>   |   |
| Goal VI: Parking Enforcement            |                     |   |   |
| <b>Main Street</b>                      | Winters Police Dept | Enforce time limits.  | 1. Re-signage of Downtown time limits.  |

| Topic   | Lead Entity                                  | Recommendations  | Implementation Program  |
|---|--|--|---|
|   |  |  | 2. Begin Parking Enforcement.<br><br>Due Date: January, 2020  |
| <b>Goal VII: Improved lighting</b>                                |  |  |   |
| <b>Urban Design</b>   | City of Winters/Winters Business Association | Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, Elliot/Abbey, etc.) and trim trees/hedges. Use City standards and consider LED lighting as well as decorative designs. | 1. Photometric survey of parking areas.<br>2. Establish lighting standards.<br>3. Map and grade parking lighting areas.<br>4. Establish capital program for the enhancement of Downtown lighting.<br>5. Purchase and installation as per capital program.<br><br>Due date: Summer, 2020 |
|   | City of Winters                              | Implement art and landscape where pedestrians will walk or gather.   | 1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities.<br><br>Due Date: January, 2020  |
| <b>Goal VII: Improve access to parking areas and way finding.</b> |  |  |   |
| <b>Signage and Wayfinding</b>                                     | Winters Business Association                 | Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.             |   |

| Topic  | Lead Entity                       | Recommendations   | Implementation Program   |
|--|-----------------------------------|---|--------------------------|
|  | Winters Business Association      | Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,   |                          |
| Goal IX: Improve bike and pedestrian access and facilities within the Downtown core. |                                   |   |                          |
| <b>Bike Facilities</b>   | City/Winters Business Association | Install and maintain bike parking throughout the Downtown   |                          |
|  | City/Winters Business Association | Bike parking should be part of the overall parking supply at up to 10% of all parking spaces.   |                          |
|  | City/Winters Business Association | Continuously monitor bike demand.   |                          |
|  | Winters Business Association      | Establish a bike to car parking ratio.  |                          |
|  |                                   |   |                          |
|  |                                   |   |                          |
| <b>Pedestrian Facilities</b>   | City of Winters                   | Repair existing sidewalks throughout the Downtown.  |                          |
|  |                                   |   |                          |
|  | City of Winters                   | Install new sidewalk at the following locations<br>a. Abbey Street between 1 <sup>st</sup> Street and Railroad Avenue<br>b. Railroad Avenue south of Abbey Street<br>Due Date: Fall, 2018 |                          |
|  | City of Winters                   | Install ADA compliant sidewalk and curb ramps throughout the City.  | See ADA Transition Plan. |
|  | City of Winters                   | Consider restriping crosswalks at the following intersections:<br>a. Abbey Street / 1 <sup>st</sup> Street  | Due Date: Summer, 2018   |

| Topic   | Lead Entity                                  | Recommendations  | Implementation Program |
|---|--|--|------------------------|
|   |  | <ul style="list-style-type: none"> <li>b. Abbey Street / Railroad Avenue</li> <li>c. Abbey Street / Elliott Street</li> <li>d. Edwards Street / 1<sup>st</sup> Street</li> <li>e. Edwards Street / Railroad Avenue</li> <li>f. Main Street / Elliott Street</li> </ul> |                        |
|   | Winters Business Association/City of Winters | Use warning signs or barriers to discourage jaywalking.  |                        |
|   | City of Winters                              | Provide pedestrian crosswalks at all legs of downtown intersections.   | Ongoing                |
|   |  |  |                        |
| <b>Goal X: Improve the sense of safety and security for late night employees.</b>           |  |  |                        |
| <b>Employee Security</b>  | Winters Business Association                 | The Winters Business Association should evaluate and consider the hire a security firm for Downtown security, which is anticipated to provide security guards and video surveillance, if needed.   | TBA                    |
| <b>Goal XI: Improve accessible parking, parking zones and the expansion of parking lots</b> |  |  |                        |
| <b>Accessible Parking</b>   | City of Winters                              | A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.   | Due Date: Fall, 2018   |
| <b>Loading and Unloading Zones</b>  | Winters Business Association                 | Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.   |                        |
| <b>Community Center Parking Lot</b>   | City of Winters                              | To improve parking lot access and circulation in the area, a new driveway with entrance and  | Completed- June 2017   |

| Topic                                | Lead Entity                  | Recommendations   | Implementation Program   |
|--------------------------------------|------------------------------|---|--|
|                                      |                              | signage should be installed on Railroad Avenue.   |  |
| <i>New and Expanded Parking Lots</i> | Winters Business Association | Establish a Winters Parking Assessment District, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners having suitable parcels.  | <ol style="list-style-type: none"> <li>1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities.</li> </ol> <p>Due Date: January, 2020</p> |
| <i>New and Expanded Parking Lots</i> | City of Winters              | As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of "shared parking" with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established. | <p>Due Date: Fall, 2019</p>  |
| <i>Remote Parking Lots</i>           | Winters Business Association | Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.   | TBA  |
| <i>Parking Structure</i>             | Winters Business Association | In the future, develop a plan and financing program for the construction and maintenance of a downtown parking structure. Advisory and final PD votes should be conducted and an  | <ol style="list-style-type: none"> <li>1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking</li> </ol>   |

| Topic   | Lead Entity                       | Recommendations  | Implementation Program   |
|---|-----------------------------------|--|--|
|   |                                   | assessment filed.  | amenities.<br><br>Due Date: January, 2020  |
| <b>Future Facilities and Planning</b>                                   | City/Winters Business Association | New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and betters serves retailers. Existing service and delivery access can be maintained by creating loading zones. | 1. City and WBA to establish Downtown Capital Improvement Program and financing plan for enhanced pedestrian and parking amenities.<br><br>Due Date: January, 2020 |
| <b>Goal XII: Establish revenue strategies for parking improvements.</b> |                                   |  |  |
| <b>Paid Parking</b>   | Winters Business Association      | (Not recommended at this time.)It is not recommended to implement paid parking. However, parking management and payment of in-lieu fees should support the parking management plans.   |  |
| <b>Financing Mechanism</b>  | Winters Business Association      | Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of  | TBA  |

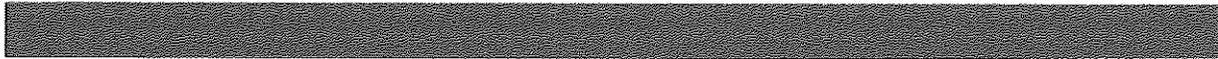
| Topic  | Lead Entity                       | Recommendations   | Implementation Program   |
|--|-----------------------------------|---|--|
|  |                                   | assessment.   |  |
| Goal XIII: Establish permitting and enhanced enforcement within the Downtown core. |                                   |   |  |
| <b>Residential and Commercial Conflicts</b>  | City of Winters                   | Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance. | Due Date: January, 2020  |
| <b>Street Parking Enforcement</b>  | City of Winters                   | Implement enhanced enforcement of time limits as outlined in attached mapping of Downtown core.   | 1. Re-signage of Downtown time limits.<br>2. Begin Parking Enforcement.<br><br>Due Date: January, 2019 |
|  | City of Winters                   | Ensure that parking time limit enforcement restrictions are consistent with signage.  | 1. Re-signage of Downtown time limits.<br>2. Begin Parking Enforcement.<br><br>Due Date: January, 2019 |
|  | City of Winters                   | Increase fines to the legal limits.   | 1. Re-signage of Downtown time limits.<br>2. Begin Parking Enforcement.<br><br>Due Date: January, 2019 |
| Goal XIV: Establish parking for alternative fuel vehicles.                         |                                   |   |  |
| <b>Electric Vehicle Parking</b>  | City/Winters Business Association | Implement electric vehicle charging stations.   | Ongoing  |

# Proposed Parking Time Limits: Downtown Area



**Parking: 2 Hours**  
**Parking: 30 Minutes**  
**Parking: Residential**  
**Parking: No Restrictions**  
 **Parking: Public Lot**

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# Winters Downtown Parking Plan

City of Winters, CA

May 2018 | Final Report

Prepared For:



City of Winters  
318 1<sup>st</sup> Street  
Winters, CA 95694

Prepared By:

**Kimley » Horn**

100 West San Fernando Street, Suite 250  
San Jose, CA 95113

## Contents

|   |    |
|---|----|
| 1. EXECUTIVE SUMMARY .....                    | 1  |
| Report Organization .....                     | 2  |
| 2. INTRODUCTION .....                         | 3  |
| 3. EXISTING CONDITIONS.....                   | 5  |
| Existing Downtown Area .....                  | 5  |
| Current Winters Parking Code .....            | 5  |
| Existing Public Parking and Restrictions..... | 9  |
| Parking Utilization Survey .....              | 11 |
| Occupancy by Period .....                     | 11 |
| Turnover Per Space and Duration .....         | 13 |
| Bicycle Parking.....                          | 15 |
| Underutilized Locations.....                  | 18 |
| Peak Period Parking Generation Rate.....      | 18 |
| August 2015 Data Review and Validation.....   | 19 |
| Employer / Employee survey data .....         | 19 |
| 4. FUTURE CONDITIONS .....                    | 22 |
| Near Term Future Downtown Area .....          | 22 |
| Potential Hotel Parking Impacts .....         | 22 |
| Long Term Future Downtown Area.....           | 23 |
| Parking Demand Conclusions.....               | 27 |
| 5. COMMUNITY OUTREACH MEETING .....           | 27 |
| 6. SHARED PARKING .....                       | 28 |
| Maximum Walking Distances .....               | 29 |
| 7. POTENTIAL DOWNTOWN ORGANIZATION .....      | 30 |
| Parking Benefit District.....                 | 30 |
| Framework .....                               | 31 |
| Parking Assessment District .....             | 33 |
| Business Improvement District (BID) .....     | 33 |

|   |           |
|---|-----------|
| Public/Private Partnerships .....                     | 34        |
| <b>8. ISSUES AND RECOMMENDATIONS .....</b>            | <b>34</b> |
| Downtown Issues .....                                 | 34        |
| Recommendations .....                                 | 34        |
| Management Body .....                                 | 35        |
| Employee Parking .....                                | 35        |
| Event/Overflow Weekend Parking .....                  | 36        |
| On-Street Striping .....                              | 36        |
| Zoning and Development Standards .....                | 36        |
| Main Street .....                                     | 37        |
| Urban Design .....                                    | 37        |
| Accessible Parking .....                              | 40        |
| Loading and Unloading Zones .....                     | 40        |
| New and Expanded Parking Lots .....                   | 40        |
| Remote Parking Lots .....                             | 41        |
| Parking Structure .....                               | 41        |
| Parking Revenue .....                                 | 42        |
| Residential and Commercial Conflicts .....            | 42        |
| Enforcement .....                                     | 43        |
| Electric Vehicle Parking .....                        | 43        |
| <b>9. FINANCING PROGRAMS .....</b>                    | <b>43</b> |
| In-Lieu Fee Program .....                             | 43        |
| Parking Revenues .....                                | 44        |
| <b>10. PARKING GARAGE/STRUCTURE INFORMATION .....</b> | <b>44</b> |
| Cost of Parking Construction .....                    | 44        |
| <b>APPENDIX .....</b>                                 | <b>46</b> |

**Figures**

|                                      |   |
|--------------------------------------|---|
| Figure 1 – Downtown Study Area ..... | 4 |
|--------------------------------------|---|

|   |    |
|---|----|
| Figure 2 – Parking Statistics by Location 7:00am to 5:00pm .....            | 16 |
| Figure 3 – Parking Statistics by Location 5:00pm to 9:00pm .....            | 17 |
| Figure 4 – Typical Weekday Employment by Time of Day .....                  | 19 |
| Figure 5 – Typical Weekend Employment by Time of Day .....                  | 20 |
| Figure 6 – Typical Weekday Customers by Time of Day .....                   | 20 |
| Figure 7 – Typical Weekend Customers by Time of Day .....                   | 21 |
| Figure 8 – Typical Duration of Time Customers Spend in Businesses .....     | 21 |
| Figure 9 – 72 Room Hotel and Restaurant Parking Demand by Time of Day ..... | 22 |
| Figure 10 – Initial Vision Plan Map .....                                   | 25 |
| Figure 11 – Future Hotel Location .....                                     | 26 |
| Figure 12 – Bike Rack Examples .....  | 39 |

**Tables**

|  |    |
|--|----|
| Table 1: Winters Municipal Code Parking Requirements .....   | 6  |
| Table 2: Off-Street Parking Inventory .....  | 10 |
| Table 3: On-Street Parking Inventory .....   | 10 |
| Table 4: Average Parking Occupancy by Off-Street Location .....  | 12 |
| Table 5: Average Parking Occupancy by On-Street Location .....   | 12 |
| Table 6: Average Turnover and Duration by Off-Street Location .....  | 13 |
| Table 7: Average Turnover and Duration by On-Street Location .....   | 14 |
| Table 8: Existing Friday Daytime Parking Generation Rate .....   | 18 |
| Table 9: Existing Event Evening Parking Generation Rate .....  | 18 |
| Table 10: Near Term Future Parking Generation Demand (At Practical Capacity with Existing, Hotel and 50ksf of development) ..... | 23 |
| Table 11: Near Term Future Parking Generation Demand (At 75% Capacity with Existing, Hotel and 50ksf of development) .....       | 23 |
| Table 12: Future Parking Generation Demand (at practical capacity and with the Hotel) .....                                      | 24 |



Table 13: Future Parking Generation Demand (at 75% capacity and with the Hotel)..... 24

Table 14: Land Use Peak Demand Variance..... 29

Table 15: Generally Acceptable Walking Distances by Destination and User..... 29

Table 16: Parking Structure Construction Cost Estimates ..... 45

## 1. EXECUTIVE SUMMARY

The objective of this study was to collect existing parking data, survey downtown employers, and work with the City of Winters Parking Committee to determine what the existing, near term future, and long term future parking demand would be in the downtown core. The findings, were used to identify what and where the issues are, and to use the findings to develop a set of actionable recommendations. The actionable recommendations should be used as a toolkit to address current and future issues, as they arise.

Based on the existing parking supply and demand data, as well the local employer survey, community outreach sessions, and observations, the following main issues were determined:

- Employees park in prime locations for businesses.
- Bike parking should be more prominent (i.e. high visibility, secure, etc.).
- On-street and off-street parking fills up on Friday nights when events occur.
- On-street time limit restrictions are not followed by motorists and not enforced by the City.
- There are no reserved parking locations for electric vehicle.
- There is insufficient street lighting on Abbey Street and throughout the City.
- Existing pedestrian connectivity in downtown could be improved.
- A new hotel will be constructed on Abbey Street.
- Parking intrusion occurs in some residential neighborhoods from both employees and customers.
- There is a perception that there is a current shortfall of parking in the downtown.

To address the above issues, the *Downtown Parking Recommendations and Plan (2018)*, was developed, is discussed in this report, and included in its entirety in the **Appendix**. Solutions identified included the following:

- Specify and enforce employee parking areas.
- Install more bike parking throughout the City and encourage a bike parking supply of up to 10% the vehicular supply required in the City Municipal Code.
- Identify overflow lots and provide sufficient wayfinding to direct motorists to parking during peak periods. Provide a valet service when necessary.
- Implement and enforce more time limit restrictions when and where they are needed. A maximum of two hour is the recommend time limit.
- Construct additional street lighting throughout the City. Specifically, on Abbey Street. The construction of the hotel provides a good opportunity for this to be implemented.
- Use urban design principles to improve pedestrian connectivity in the downtown area.
- Overflow lots, improved wayfinding, and valet will help to reduce parking intrusion into neighborhoods and will help to reduce the perception that there is an existing parking shortfall.

## REPORT ORGANIZATION

The parking plan analysis results and recommendations are presented in the following chapters:

**Chapter 2** introduces the project and objectives of this study.

**Chapter 3** discusses existing conditions, parking demand, and survey results.

**Chapter 4** discusses future conditions, parking demand, and recommendations.

**Chapter 5** highlights the community outreach meeting that was conducted on May 3, 2017.

**Chapter 6** illustrates the principals of shared parking.

**Chapter 7** describes the roles of various downtown associations.

**Chapter 8** provides this study's findings on downtown parking issues and possible solutions.

**Chapter 9** discusses financing options including in-lieu fee programs.

**Chapter 10** provides information on parking garage/structure construction costs.

The technical appendix is attached containing data sheets and surveys.



## 2 INTRODUCTION

The City of Winters downtown is characterized by small independently owned shops, restaurants, wineries and professional offices and is a vibrant destination for visitors from Davis and Sacramento to the east and the greater San Francisco Bay area to the west, especially over weekends. In addition, the city hosts many special events over the weekends, which also attract residents, and during this time, parking is at a premium. In addition, downtown is expected to keep growing and development applications highlights the need for additional parking. More importantly, additional supply should be “right sized” parking is expensive and building parking lots which are not utilized is a capital disincentive for the City and developers. In addition, a shortfall in parking will hurt businesses and discourage growth. Parking access is served by private lots, City street parking, and City lots. Economic revitalization is an on-going goal for the City.

The Winters Downtown Master Plan Study recommended potential development in the area resulting in a 3.7-fold increase in new land use development including retail, office, restaurants, hotel and other related downtown uses over the existing uses. This is a long-term vision.

The following goals have been identified for this study:

- Provide access to convenient parking for downtown customers, employees, and visitors;
- Support and encourage continued investment in the downtown core;
- Manage supply efficiently to avoid unnecessary investment through providing “right size parking”;
- Identify and plan parking supply to facilitate future development; and
- Mitigate spillover parking in residential neighborhoods.

Existing parking data was collected by City of Winters staff in the downtown core, where existing parking demand is typically greatest, on Railroad Avenue, Abbey Street, Main Street, First Street, Russell Street, and Elliot Street. A vicinity map showing the overall study area, which extends beyond the downtown core, is shown in **Figure 1**.

The following chapters evaluate the existing and future parking supply and occupancy within the City’s downtown area and provides solutions to accomplish the above goals.





**Kimley » Horn**  
 Expect More. Experience Better.



City of Winters Parking Study  
 Figure 1  
**Downtown Study Area**

### 3. EXISTING CONDITIONS

#### EXISTING DOWNTOWN AREA

The City of Winters is located in Yolo County, California. Approximately 7,000 people lived in the City of Winters in 2015. Regional access to the City primarily occurs from Interstate 505 on the east side of the City. State Road 128 (Grant Avenue) extends east-west through the City and County Road 89 (Railroad Avenue) extends north-south through the City.

Principal east-west roadways within the Downtown Area include:

- SR 128 (Grant Avenue)
- Baker Street
- Edwards Street
- Abbey Street
- Main Street
- Russell Street

Principal north-south roadways within the Downtown Area include:

- 1<sup>st</sup> Street
- 2<sup>nd</sup> Street
- County Road 89 (Railroad Avenue)
- Elliott Street
- East Street



The Downtown Area consists of a mix of land uses including local businesses, restaurants, government buildings, and residences. Locations of important land uses include the following:

- Community Center – southeast corner of Main Street and Railroad Avenue
- City Hall – southwest corner of Abbey Street and 1<sup>st</sup> Street
- Main Street Village – northeast corner of Main Street and Railroad Avenue
- Downtown Scenic Area (includes restaurants, wine tasting, businesses, tourist shops, etc.) – bounded by Main Street, Russell Street, 1<sup>st</sup> Street, and Railroad Avenue
- Railroad Avenue Bridge (crosses Putah Creek) – Railroad Avenue, south of the Community Center
- Mariani Buildings – north of Main Street Village on Railroad Avenue
- Future Hotel Lot – on Abbey Street, bounded by Railroad Avenue and 1<sup>st</sup> Street

Transit stops for Yolobus route 220 are located on 1<sup>st</sup> Street, Main Street, and Grant Avenue.

#### CURRENT WINTERS PARKING CODE

##### PARKING SUPPLY REQUIREMENTS

Currently, the Winters parking code prescribes minimum requirements for various public and private developments within certain land use zones of the City. The requirements are shown in **Table 1**.

**Table 1: Winters Municipal Code Parking Requirements**

| Land Use                               | Off-Street Spaces Required   |
|--|--|
| <b>Residential:</b>                    |  |
| Single-Family                          | 2/unit (1 covered/enclosed)*   |
| Two-Family / Duplex                    | 1.5/unit*  |
|  | *requires in-kind replacement when a garage or carport space is converted to another use   |
| <b>Multifamily:</b>                    |  |
| 1 bedroom or less                      | 1/unit**   |
| 2 bedrooms or more                     | 2/unit**   |
| Guest                                  | .25/unit**   |
|  | **At least 50 percent of the required spaces shall be covered or enclosed, with a minimum of one covered or enclosed space provided per unit |
| Mobilehome Park                        | 2/mobilehome   |
| Guest                                  | .25/unit   |
| Single Room Occupancy                  | 1 space for staff per facility<br>1 space per unit   |
| <b>Commercial and Office Use:</b>      |  |
| Adult Entertainment                    | Per use permit   |
| Automobile Repair, Major/Minor         | 1/200 s.f. with minimum of 5 customer parking  |
| Bar, Cocktail Lounge                   | 1/50 s.f. of seating area  |
| Bed and Breakfast Inn                  | 1/guest room   |
| Business Service                       | 1/300 s.f.   |
| Equipment Sales/Rental/Repair          |  |
| Outdoor Storage Area                   | 1/500 s.f. building area plus 1/5,000 s.f. of  |
| Financial Institutions                 | 1/250 s.f. plus 2/each ATM   |
| Funeral Parlor                         | 1/50 s.f. seating area   |
| Hotel/Motel                            | 1/guest room   |
| Nurseries                              | 1/250 of sales floor area, plus 1/5,000 s.f. outdoor sales area  |
| Office, Business, and Professional     | 1/250 s.f.   |
| Outdoor Sales                          | 1/250 s.f. of sales floor area, plus 1/5,000 s.f. lot area   |
| Personal Retail Services               | 1/300 s.f.   |
| Personal Storage                       | 1/2,000 s.f. storage space   |
| Recreation, Indoor or Outdoor          | Per use permit   |
| Recreational Vehicle Park              | Per use permit   |
| Restaurant                             | 1/3 seats  |
| Restaurant, Drive-Through              | 1/3 seats, plus on-site queue space for minimum 5 drive-up vehicles  |
| Retail Sales, General                  | 1/250 s.f.   |
| Roadside Stand                         | 1/200 s.f. sales area  |
| Service Station                        | 3 spaces minimum, plus 2/service bay   |
| Veterinary Hospital, Kennel            | 1/400 s.f.   |
| <b>Industrial Uses:</b>                |  |
| Finished Goods Assembly                | 1/750 s.f.   |
| Heavy Equipment Terminal               | 1/1,000 s.f. building area, plus 1/5,000 s.f. vehicle storage area   |
| Laboratory, Research/Experimental      | 1/500 s.f.   |
| Manufacturing, Heavy                   | 1,1,000 s.f., or per use permit  |
| Manufacturing, Light                   | 1,750 s.f.   |
| Recycling Collection Center            | 2/collection area  |
| Recycling and Salvage Yards            | Per use permit   |
| Warehouse, Wholesales/Freight          | 1/3,000 s.f.   |
| <b>Public &amp; Quasi-Public Uses:</b> |  |
| Assembly Hall/Community Services       | 1/50 s.f. assembly area  |
| Cemetery                               | Per use permit   |
| Communication Equipment Facility       | 1/500 s.f.   |
| Convalescence and Care Services        | 1/3 beds   |
| Cultural Facility                      | 1/750 s.f.   |
| Day Care                               | 1/employee   |
| Emergency Shelter                      | 2 spaces for staff per facility, 1 space/6 occupants   |
| Government Offices                     | 1/300 s.f.   |
| Hospital                               | Per use permit   |
| Public Parks                           | Per use permit   |
| Religious Institutions                 | 1/50 s.f. seating area   |
| Safety Services                        | 1/500 s.f.   |
| Utility Services, Major                | Per use permit   |

**Table 1: Winters Municipal Code Parking Requirements**

| Land Use                     | Off-Street Spaces Required    |
|------------------------------|-------------------------------|
| Utility Services, Minor      | Per approved site plan        |
| Vocational Training Facility | Per use permit                |
| <b>Agricultural Uses:</b>    |                               |
| Agricultural Operation       | No requirement                |
| Animal Production            | 1/employee                    |
| Temporary Uses:              | Per temporary activity permit |

\* Winters Municipal Code 17.72.020

## PARKING DIMENSION REQUIREMENTS

Winters Municipal Code 17.72.050 provides minimum dimension design standards for all off-street parking areas as follows:

1. Full sized spaces shall be nine feet wide by nineteen (19) feet long.
2. Compact spaces shall be not less than eight-feet, six-inches wide by sixteen (16) feet long. Up to thirty (30) percent of all spaces in a parking facility may be compact spaces.
3. Parallel spaces shall be ten (10) feet wide by twenty-four (24) feet long.
4. Spaces for disabled individuals shall be fourteen (14) feet wide by eighteen (18) feet long. Two spaces may be provided within a twenty-three (23) foot wide area, striped to provide a nine-foot wide parking space on each side and a five-foot loading and unloading area in the center. Van spaces shall be seventeen (17) feet wide by eighteen (18) feet long.
5. Maneuvering aisles shall be the width in feet as shown:

| Type      | One Direction | Two Directions |
|-----------|---------------|----------------|
| 90 degree | 25            | 25             |
| 60 degree | 16            | 25             |
| 45 degree | 14            | 25             |
| 30 degree | 12            | 25             |
| Parallel  | 12            | 25             |

\*Winters Municipal Code (17.72.050)

6. The minimum width of a driveway with no parking space maneuvering within it shall be ten (10) feet (single family or one way) or twenty (20) feet (commercial or two way).

## ADA SUPPLY REQUIREMENTS

Winters Municipal Code 17.72.030 provides the following guidance:

Off-street parking for disabled individuals shall be provided when new facilities are constructed, or there is a change in the type of occupancy in existing facilities, in accordance with state and federal law and the following:

- A. Total spaces per accessible spaces:
  - 1 to 25 = 1 accessible van space;
  - 26 to 50 = 2 accessible spaces; including 1 van space
  - 51-75 = 3 accessible spaces; including 1 van space
  - 76-100 = 4 accessible spaces; including 1 van space
  - 101-150 = 5 accessible space; including 1 van space

- 151-200 = 6 accessible spaces; including 1 van space
- 201-300 = 7 accessible spaces; including 1 van space
- 301-400 = 8 accessible spaces; including 1 van space
- 401-500 = 9 accessible spaces; including 2 van spaces
- B. Outpatient facilities: ten (10) percent of total spaces.
- C. Facilities that specialize in services for persons with mobility impairments: twenty (20) percent accessible of total.

The location of accessible spaces shall be as follows:

1. Route: on shortest route to accessible entrance(s).
2. In parking not serving a particular building: on shortest accessible route to closest pedestrian entrance of pedestrian facility. (Ord. 97-03 § 2 (part); prior code § 8-1.6003(C))

---

## BICYCLE FACILITY REQUIREMENTS

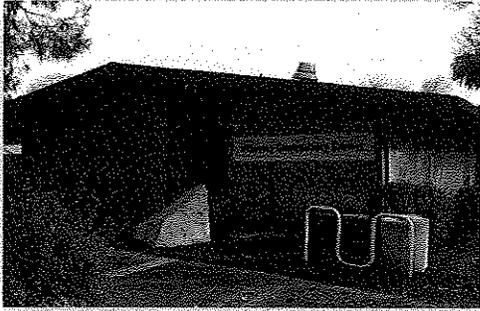
Winters Municipal Code 17.72.080 provides the following guidance:

1. Location of bicycle parking shall be provided to serve all non-single-family residential uses in a convenient and accessible manner. Bicycle parking shall not obstruct pedestrian or vehicular travel, but may be located within pedestrian rights-of-way when properly marked if it provides convenient proximity to a facility or building entrance.
2. One bicycle parking space shall be provided for each ten (10) automobile parking spaces required for each particular use. For each bicycle parking space required, a stationary object, such as a freestanding rack or wallmounted bracket, shall be provided to which a user can secure both wheels and frame of a bicycle.
3. To the extent feasible, bicycle paths shall be provided connecting land uses, including residential, schools, shopping areas and employment centers.
4. New businesses which will employ twenty (20) or more people are encouraged to include shower facilities to promote the use of bicycles for travel to and from the workplace. (Ord. 2003-01 (part); Ord. 97-03 § 2 (part); prior code § 8-1.6003(I))

Zoning Standards implement the City of Winters' broad goals, objectives and policies through regulation that is applied at a site-specific level. It regulates parking, land use, density and the size and placement of buildings. Zoning and regulations are often grandfathered in over many years and a desire to integrate land use and parking demand more efficiently, is typically overlooked. This project makes recommendations for policy reforms to correct such conflicts and identifies opportunities to encourage more efficient use of parking resources, through shared parking and other parking management techniques. The recommendations are specific to changes and/or revisions in current zoning.

It is recommended that parking requirements for the downtown be collapsed from the current designations to five use types for the downtown. Data is not available for each of these uses, however a cumulative rate could be applied. All parking would be made available for public use.

Many cities do not allow parking approved within a minimum requirement to be provided to other "non-accessory" uses, thereby limiting *sharing* of parking that may be underutilized or available during evenings, weekends or events. Encouraging shared parking within existing and new developments is a key goal and intended to maximize parking resources to the highest degree possible.



A model may be Dana Point, CA that allows developers to choose a lower minimum requirement for commercial parking (2.0 stalls per 1,000 square feet) if they are made available to the public. If the developer will not provide them to the public then the citywide zoning requirements for parking continue to apply (which are higher). Another model is Portland, Oregon which simply indicates that new parking approved in the downtown is "commercial" parking; allowing it to be used (shared) with any other use in the downtown. This is at the parking owners' discretion and does not require any further approvals from the City.

## EXISTING PUBLIC PARKING AND RESTRICTIONS

Under existing conditions, the downtown area includes approximately 459 total publicly available parking spaces, which includes 181 off-street (lot) and 278 on-street spaces. Off-street parking is provided in the following lots:

- Community Center Lot
- Main Street Village Lot
- Rail Road Lot

On-street parking is provided on the following street segments:

- Railroad Avenue (North)
- Railroad Avenue (South)
- Abbey Street (West)
- Abbey Street (East)
- 1<sup>st</sup> Street (North)
- 1<sup>st</sup> Street (South)
- Main Street (West)
- Main Street (Central)
- Main Street (East)
- Elliott Street
- Russel Street



## PUBLIC PARKING RESTRICTIONS

All parking within the study area is free. The City uses time restrictions of two hours (from 8:00am to 5:00pm) on Main Street, Railroad Avenue, and Russell Street. Time restrictions are primarily near restaurants and shops located on Main Street Village and Railroad Avenue.

## EXISTING INVENTORY

An existing parking inventory and utilization survey of both off-street and on-street public spaces was performed on Friday, December 2, 2016 from 7:00am to 9:00pm by City staff and volunteers to determine the number of parking spaces supplied (striped) and occupied by vehicles in the downtown area.

**Table 2** includes a listing and description of the existing off-street parking lots. No parking structures are provided in Downtown Winters. **Table 3** provides a summary of the on-street public parking facilities.

**Table 2: Off-Street Parking Inventory**

| #            | Parking Lot         | Street Access Locations             | Parking Spaces |
|--------------|---------------------|-------------------------------------|----------------|
| 1            | Community Center    | Main St, Elliott St, & Railroad Ave | 109            |
| 2            | Main Street Village | Main St, Elliott St, E. Abbey St    | 24             |
| 3            | Railroad            | Main St, Elliott St, E. Abbey St    | 48             |
| <b>Total</b> |                     |                                     | <b>181</b>     |

**Table 3: On-Street Parking Inventory**

| #            | Street                     | From               | To                   | Parking Spaces |
|--------------|----------------------------|--------------------|----------------------|----------------|
| 1            | Railroad Ave (North)       | Abbey St           | Main St              | 18             |
| 2            | Railroad Ave (South)       | Main St            | Russell St           | 15             |
| 3            | Abbey St (West)            | 1 <sup>st</sup> St | Railroad Ave         | 22             |
| 4            | Abbey St (East)            | Railroad Ave       | Elliott St           | 23             |
| 5            | 1 <sup>st</sup> St (North) | Edwards St         | Main St              | 20             |
| 6            | 1 <sup>st</sup> St (South) | Main St            | Russell St           | 17             |
| 7            | Main St (West)             | 2 <sup>nd</sup> St | 1 <sup>st</sup> St   | 41             |
| 8            | Main St (Central)          | 1 <sup>st</sup> St | Railroad Ave         | 41             |
| 9            | Main St (East)             | Railroad Ave       | Elliott St           | 17             |
| 10           | Elliott St                 | Abbey St           | Community Center Lot | 34             |
| 11           | Russell Street             | Railroad Ave       | 1 <sup>st</sup> St   | 30             |
| <b>Total</b> |                            |                    |                      | <b>278</b>     |

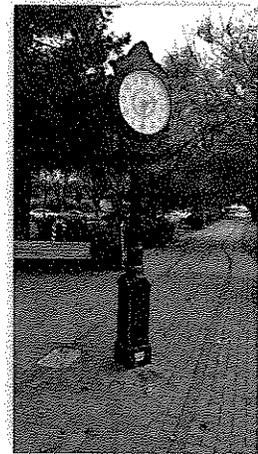
As summarized in the tables above, there are a total of 181 existing parking spaces between the three public City lots. 278 parking spaces are estimated to exist on-street within the surveyed area.

## PARKING UTILIZATION SURVEY

As part of the existing parking inventory and utilization survey conducted by the City of Winters (and volunteer staff), parking utilization was determined for both on-street and off-street parking spaces. Based on the data collected on December 2, 2016 and knowledge of the study area, peak parking demand typically occurs on Fridays between 5:00pm and 9:00pm, when events occur at the Community Center and visitors are in downtown restaurants, wineries, etc.

This data paints a detailed picture of how public parking is currently being used in downtown Winters. Prior to a discussion of this effort's major findings, it is important to briefly define several terms that are commonly used when discussing parking utilization.

- **Peak** is the time period associated with the highest observed level of occupancy in a specific area or parking facility. In downtown Winters, the time periods evaluated include Friday daytime (7:00am to 5:00pm) and Friday evening (5:00pm to 9:00pm, which includes a special event).
- **Occupancy** is defined as the number of cars parked in a specific area, lot, or block-face during one period of observation. This metric is often expressed as the percentage of the total physical supply that is occupied by parked cars.
- **Practical Capacity** is the occupancy level or number of vehicles that can be parked in a facility or area before it becomes difficult for motorists to find a vacant space without having to circle or wait for parking. Practical capacity is typically set at an 85% occupancy level.
- **Duration of Stay** is the length of time a vehicle is parked in a specific parking space.
- **Turnover / Parking Event** is each instance where a single, unique vehicle is observed parked in a single, unique space.



## OCCUPANCY BY PERIOD

Peak hour occupancy levels are an important focus for analysis because they provide a glimpse of the parking supply at its most impacted. Practical capacity is defined as 85% occupancy of the supply and is the maximum capacity of parking spaces used in analysis. If occupancies are over 85%, visitors are frustrated and drive around looking for parking, congestion often occurs on the roadway system. Motorists will also stop and wait in one location for a parking space to open up. As a result, less time is spent eating out or shopping in the downtown.

**Table 4** and **Table 5** summarize occupancy data collected on December 2, 2016 (Russel Street was surveyed on September 15, 2017) and highlights which surveyed locations typically exceed 85% occupancy.

**Table 4: Average Parking Occupancy by Off-Street Location**

| # | Parking Lot         | Street Access Location              | Parking Spaces | Daytime (7:00am to 5:00pm) | Evening (5:00pm to 9:00pm) |
|---|---------------------|-------------------------------------|----------------|----------------------------|----------------------------|
| 1 | Community Center    | Main St, Elliott St, & Railroad Ave | 109            | 26%                        | <b>88%</b>                 |
| 2 | Main Street Village | Main St, Elliott St, E. Abbey St    | 24             | 58%                        | 78%                        |
| 3 | Railroad            | Main St, Elliott St, E. Abbey St    | 48             | 59%                        | <b>95%</b>                 |

\*Locations with parking occupancy above 85% are highlighted in **bold**.

As shown in **Table 4**, survey data indicates that the Community Center and Railroad lots are over capacity at 88% and 95% average occupancy, respectively, during the evening peak. The Main Street Village lot is at 78% average occupancy. All three surveyed lots are significantly below capacity for most of the day (7:00am to 5:00pm). It should be noted that an event was held at the community center (started at 6:00pm and ended at approximately 9:00pm) when the data was collected.

**Table 5: Average Parking Occupancy by On-Street Location**

| #  | Street                     | From               | To                   | Parking Spaces | Daytime (7:00am to 5:00pm) | Evening (5:00pm to 9:00pm) |
|----|----------------------------|--------------------|----------------------|----------------|----------------------------|----------------------------|
| 1  | Railroad Ave (North)       | Abbey St           | Main St              | 18             | 50%                        | <b>88%</b>                 |
| 2  | Railroad Ave (South)       | Main St            | Russell St           | 15             | 64%                        | 85%                        |
| 3  | Abbey St (West)            | 1 <sup>st</sup> St | Railroad Ave         | 22             | 36%                        | 3%                         |
| 4  | Abbey St (East)            | Railroad Ave       | Elliott St           | 23             | 20%                        | 16%                        |
| 5  | 1 <sup>st</sup> St (North) | Edwards St         | Main St              | 20             | 57%                        | 34%                        |
| 6  | 1 <sup>st</sup> St (South) | Main St            | Russell St           | 17             | 70%                        | 61%                        |
| 7  | Main St (West)             | 2 <sup>nd</sup> St | 1 <sup>st</sup> St   | 41             | 46%                        | 42%                        |
| 8  | Main St (Central)          | 1 <sup>st</sup> St | Railroad Ave         | 41             | 73%                        | <b>91%</b>                 |
| 9  | Main St (East)             | Railroad Ave       | Elliott St           | 17             | 65%                        | <b>93%</b>                 |
| 10 | Elliott St                 | Abbey St           | Community Center Lot | 34             | 37%                        | 66%                        |
| 11 | Russell St                 | Railroad Ave       | 1 <sup>st</sup> St   | 30             | 48%                        | 56%                        |

\*Locations with parking occupancy above 85% are highlighted in **bold**.

As shown in **Table 5**, survey data indicates that Railroad Avenue (North), Main Street (Central), and Main Street (East) are over capacity at 88%, 91%, and 93% average occupancy, respectively, during the evening peak. Railroad Avenue (South) is right at capacity during the evening peak at 85% average occupancy. On-street parking is below capacity during the day (7:00am to 5:00pm). The on-street locations that were at or

over capacity at night also have higher occupancies during the day, compared to the other locations. Note that counts on Russell Street were counted on a separate day from the rest of the Downtown.

Of the surveyed on-street and off-street locations, the overall average parking occupancy in Downtown Winters was 46% from 7:00am to 5:00pm and approximately 70% from 5:00pm to 9:00pm. This represents the true demand of parking in the Downtown. Some locations, closer to where visitors want to be and where they feel safe and parking is convenient are over capacity, but the majority of the parking areas are underutilized.

## TURNOVER PER SPACE AND DURATION

While occupancy data is a key metric describing how parking in the downtown is used, occupancy percentages provide only a series of snapshots of how “full” different parking facilities are at different points in time. To truly understand current parking usage in the Downtown, it is equally important to develop an insight into how long vehicles are parked and where employees, customers, and residents park. Since duration data was collected on a 15-minute basis, it is possible to track these metrics.

**Table 6** and **Table 7** summarize average turnover and duration data collected on December 2, 2016 and highlights which surveyed locations are typically occupied for extended durations.

**Table 6: Average Turnover and Duration by Off-Street Location**

| # | Parking Lot         | Street Access Location              | Parking Spaces | Daytime<br>(7:00 am to 5:00 pm) |                        | Evening<br>(5:00pm to 9:00pm) |                        |
|---|---------------------|-------------------------------------|----------------|---------------------------------|------------------------|-------------------------------|------------------------|
|   |                     |                                     |                | Turnover Per Space              | Average Duration (min) | Turnover Per Space            | Average Duration (min) |
| 1 | Community Center    | Main St, Elliott St, & Railroad Ave | 109            | 1.6                             | 100                    | 1.8                           | 114                    |
| 2 | Main Street Village | Main St, Elliott St, E. Abbey St    | 24             | 3.2                             | 110                    | 1.5                           | 121                    |
| 3 | Railroad            | Main St, Elliott St, E. Abbey St    | 48             | 2.8                             | 131                    | 1.7                           | 132                    |

As shown in **Table 6**, survey data indicates that the Community Center lot has a relatively lower average turnover than the other lots at 1.6 vehicles per space during the day time. The railroad lot has the longest average duration of the surveyed lots at 131 minutes per vehicle during the evening.

**Table 7: Average Turnover and Duration by On-Street Location**

| #  | Street                     | From               | To                   | Parking Spaces | 7:00am to 5:00pm |                        | 5:00pm to 9:00pm |                        |
|----|----------------------------|--------------------|----------------------|----------------|------------------|------------------------|------------------|------------------------|
|    |                            |                    |                      |                | Turnover         | Average Duration (min) | Turnover         | Average Duration (min) |
| 1  | Railroad Ave (North)       | Abbey St           | Main St              | 18             | 4.2              | 73                     | 2.2              | 97                     |
| 2  | Railroad Ave (South)       | Main St            | Russell St           | 15             | 5.4              | 72                     | 2.7              | 74                     |
| 3  | Abbey St (West)            | 1 <sup>st</sup> St | Railroad Ave         | 22             | 2.1              | 106                    | 0.4              | 16                     |
| 4  | Abbey St (East)            | Railroad Ave       | Elliott St           | 23             | 1.0              | 125                    | 1.2              | 31                     |
| 5  | 1 <sup>st</sup> St (North) | Edwards St         | Main St              | 20             | 3.4              | 105                    | 1.3              | 64                     |
| 6  | 1 <sup>st</sup> St (South) | Main St            | Russell St           | 17             | 1.6              | 91                     | 1.6              | 91                     |
| 7  | Main St (West)             | 2 <sup>nd</sup> St | 1 <sup>st</sup> St   | 41             | 2.0              | 48                     | 2.0              | 48                     |
| 8  | Main St (Central)          | 1 <sup>st</sup> St | Railroad Ave         | 41             | 2.9              | 74                     | 2.9              | 74                     |
| 9  | Main St (East)             | Railroad Ave       | Elliott St           | 17             | 2.6              | 84                     | 2.6              | 84                     |
| 10 | Elliott St                 | Abbey St           | Community Center Lot | 34             | 2.0              | 77                     | 2.0              | 77                     |
| 11 | Russell St                 | Railroad Ave       | 1 <sup>st</sup> St   | 30             | 1.4              | 243                    | 1.0              | 108                    |

As shown in **Table 7**, survey data indicates that, on average, vehicles remain parked on Russell Street significantly longer than other locations at 243 minutes (7:00am-5:00pm) and 108 minutes (5:00pm-9:00pm). The data and observations indicate that residents typically leave their cars parked on Russell Street throughout the day, with some vehicles not being moved at all during the entire day of observations. Long average stay durations and low turnover per space metrics are typically indicative of residential and employee parking patterns.

**Figure 2** and **Figure 3** demonstrate the average occupied on-street and off-street parking spaces, existing parking space supply, turnover per space, and average stay (in minutes).

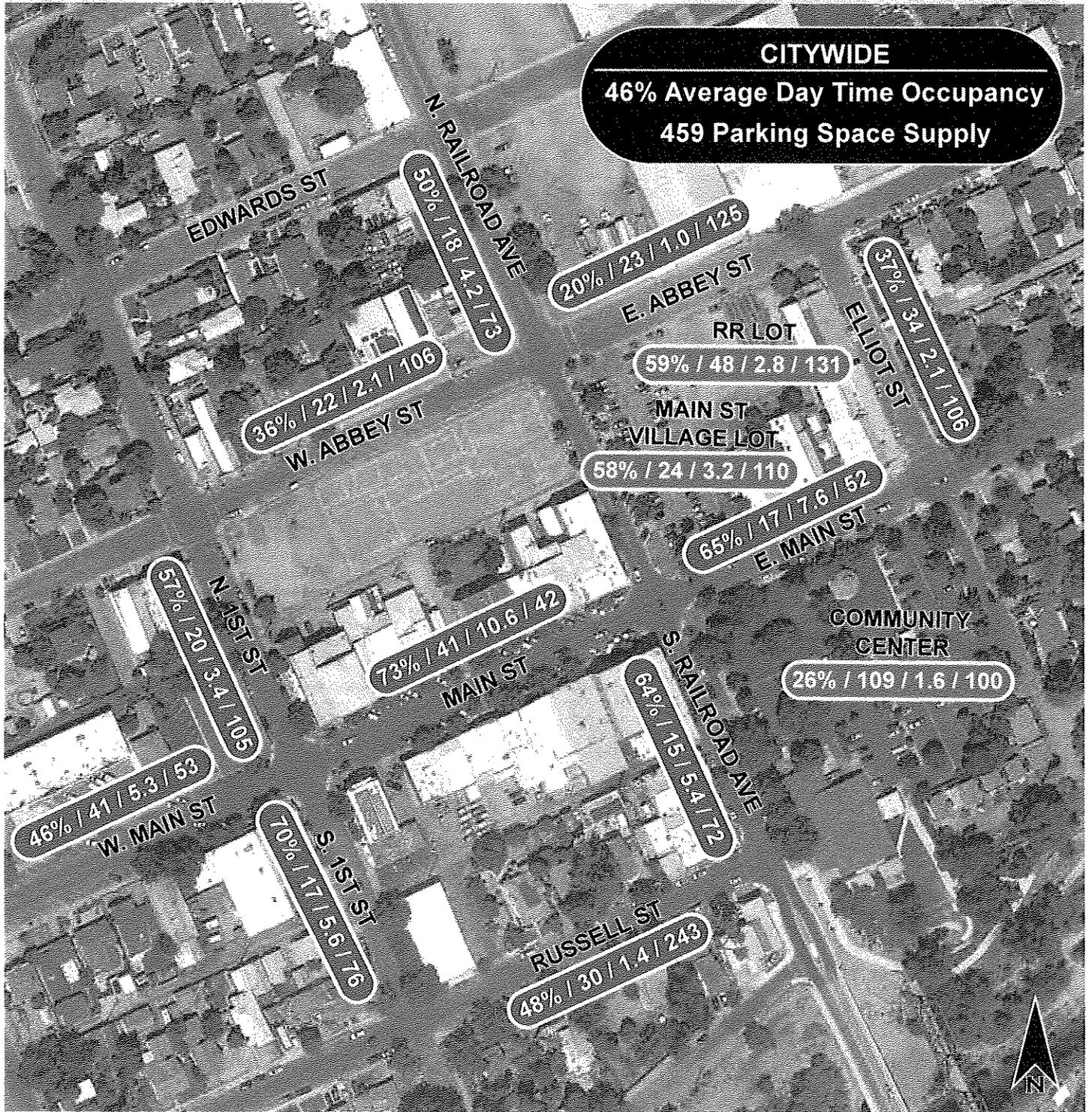
## BICYCLE PARKING

Public bicycle parking facilities were also observed as part of the parking utilization survey conducted in December 2016. In general, bicycle parking primarily took place on Main Street in front of Steady Eddy's Coffee House and on Railroad Avenue near the Community Center. Bike racks are simple and does not lean to the trend to provide art related bike parking spaces, which creates a lively and friendly environment for all visitors, including cyclists.

# LEGEND

**ON-STREET PARKING** Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)

**PARKING LOTS** Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)



Source: Google Earth, 2017

# LEGEND

**ON-STREET PARKING** Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)

**PARKING LOTS** Avg. Occupancy / Supply / Turnover per Space / Average Stay (in min)



Source: Google Earth, 2017

## UNDERUTILIZED LOCATIONS

Underutilized lots and streets can be used to alleviate overparked locations. Survey data and site observations identified the following locations that could be used to reduce demand on other locations:

### Daytime – 7:00am to 5:00pm

- Community Center lot
- Abbey Street: between Elliott Street and 1<sup>st</sup> Street
- Main Street: west of 1<sup>st</sup> Street
- Elliot Street: between Abbey Street and Main Street

### Evening – 5:00pm to 9:00pm

- Abbey Street: between Elliott Street and 1<sup>st</sup> Street
- Main Street: west of 1<sup>st</sup> Street
- 1<sup>st</sup> Street: between Main Street and Abbey Street

For motorists to use the above locations, it is important that good lighting, sidewalks and curb ramps, and signage and wayfinding be provided. When the preferred locations fill up, motorists will search for alternative places to park. However, the alternative locations must be easy to find and safe to access.

## PEAK PERIOD PARKING GENERATION RATE

An estimate of parking generation for Downtown Winters was developed based on the existing square footage of downtown commercial and office (including governmental) uses and the surveyed parking demand. The represents the true demand, experience today, with vibrant conditions during special events and typically observed on weekends. The calculation of the daytime (7:00am-5:00pm) parking generation is summarized in **Table 8** and the calculation of the evening peak (5:00pm-9:00pm) parking generation is summarized in **Table 9**.

**Table 8: Existing Friday Daytime Parking Generation Rate**

| Land Use Type       | Size    |    | Source                 | Daytime (7:00am-5:00pm) |                 |                            |                        |
|---------------------|---------|----|------------------------|-------------------------|-----------------|----------------------------|------------------------|
|                     |         |    |                        | Existing Supply         | Existing Demand | Existing Average Occupancy | Calculated Demand Rate |
| Existing Buildings* | 237,100 | SF | Winters Parking Survey | 459                     | 212             | 46%                        | 1 space per 1120 SF    |

\*Includes existing building square footages within City defined blocks #5, #6, #7, #8, #9, and #10.

**Table 9: Existing Event Evening Parking Generation Rate**

| Land Use Type       | Size    |    | Source                 | Evening Peak (5:00pm-9:00pm) |                 |                            |                        |
|---------------------|---------|----|------------------------|------------------------------|-----------------|----------------------------|------------------------|
|                     |         |    |                        | Existing Supply              | Existing Demand | Existing Average Occupancy | Calculated Demand Rate |
| Existing Buildings* | 237,100 | SF | Winters Parking Survey | 459                          | 321             | 70%                        | 1 space per 740 SF     |

\*Includes existing building square footages within City defined blocks #5, #6, #7, #8, #9, and #10.

*\*\*Uses include commercial, restaurant, retail, and residential.*

As shown in **Table 8** and **Table 9**, the average daytime demand from 7:00am to 5:00pm is lower than the evening peak demand from 5:00pm to 9:00pm by about one third. The parking generation ratio during the daytime is 1 space per 1120 square feet and 1 space per 740 square feet in the evening peak based on existing building area.

## AUGUST 2015 DATA REVIEW AND VALIDATION

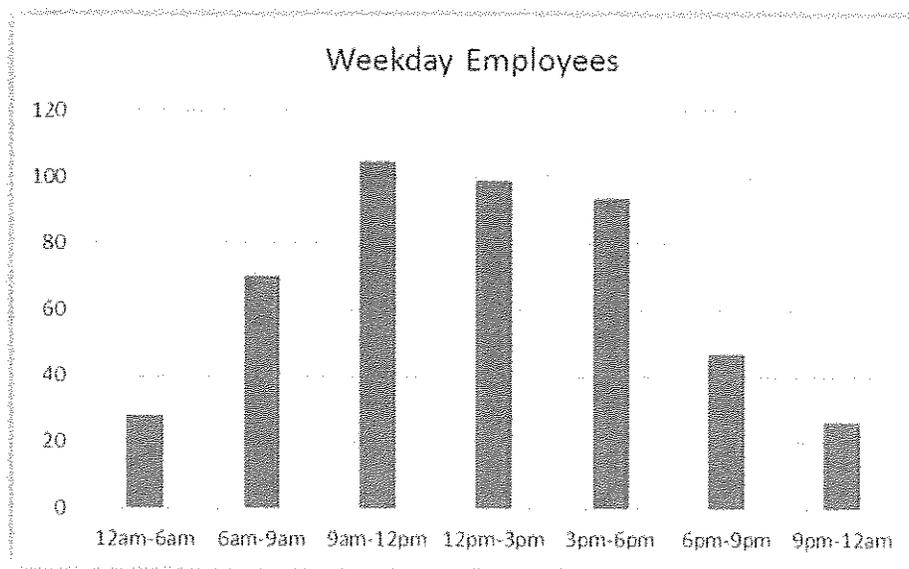
On-street and off-street parking data was surveyed at select locations in August 2015. The data collection spanned multiple days as well as public and private parking locations. Average weekday AM, MIDDAY, and PM parking occupancy was observed to be 59%, 53%, and 47%, respectively. Average weekend AM, MIDDAY, and PM parking occupancy was observed to be 78%, 67%, and 42%, respectively. The data indicates that parking supply is consistent with December 2016 data and shows adequate parking supply for average weekdays during all time periods. For weekends, the data indicates that parking supply is typically adequate, though some weekend morning periods are very busy.

This data is included in the **Appendix**.

## EMPLOYER / EMPLOYEE SURVEY DATA

Employee and customer data was collected from local businesses via a written questionnaire distributed by City staff and volunteers in August 2015. Raw data is shown in the **Appendix**.

Typical weekday and weekend employment by time of day results are shown graphically in **Figure 4** and **Figure 5**. Raw data is included in the Appendix. The August 2015 survey data indicates that businesses typically have the most employees working between 9:00am and 12:00pm on weekdays and 12:00pm to 3:00pm on typical weekends.

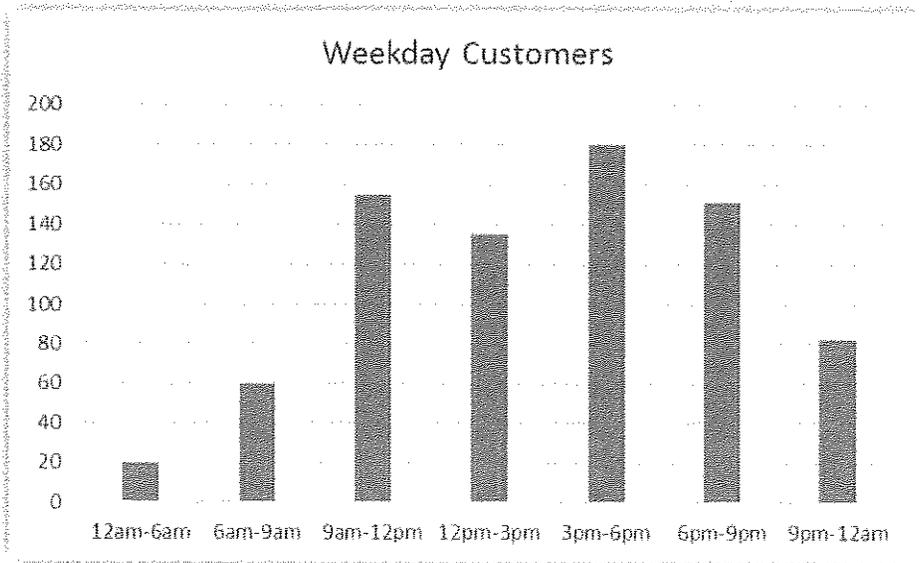


**Figure 4 – Typical Weekday Employment by Time of Day**

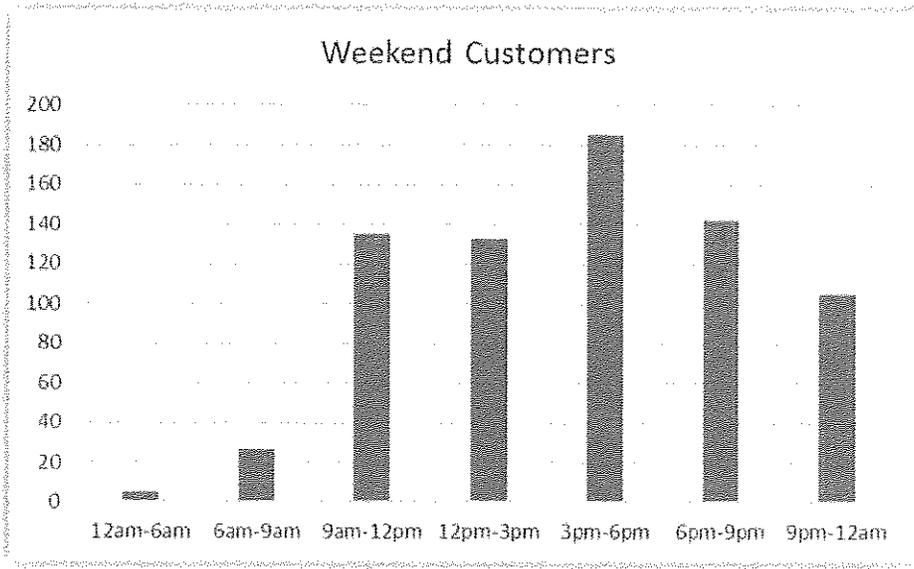


**Figure 5 – Typical Weekend Employment by Time of Day**

Typical weekday and weekend customers by time of day results are shown graphically in **Figure 6** and **Figure 7**. The data indicates that the busiest times for customers visiting local business and restaurants (as estimated by surveyed businesses) is between 3:00pm and 6:00pm on weekdays and weekends.

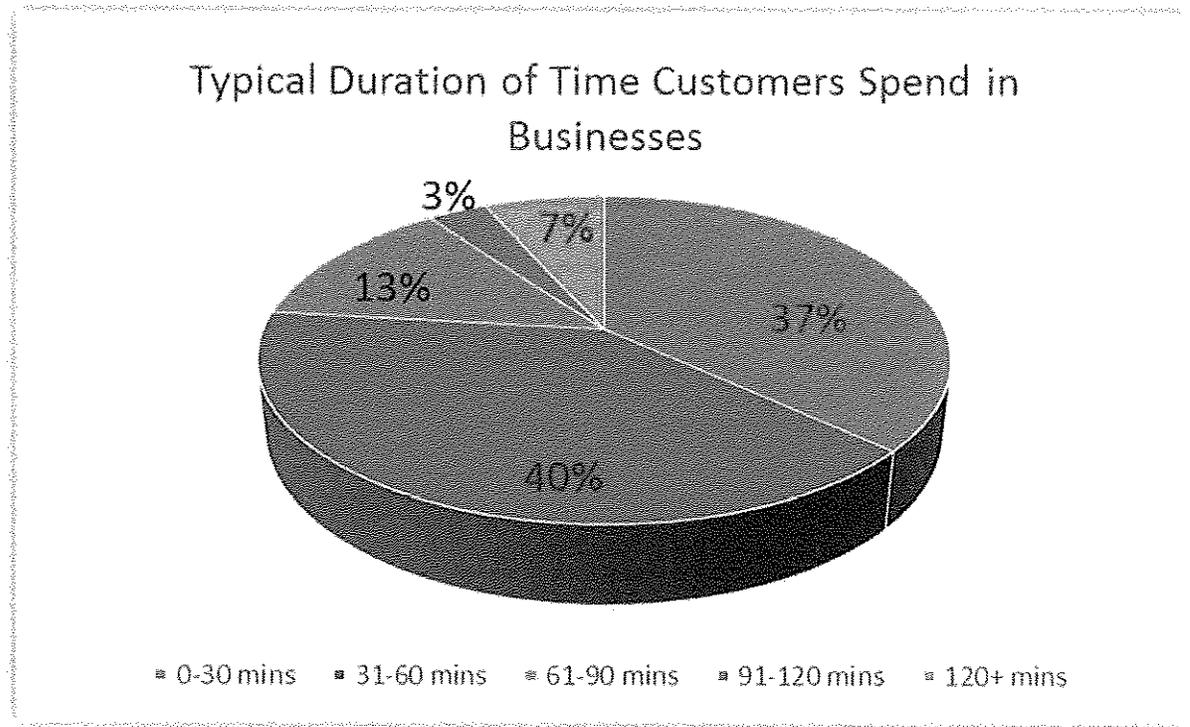


**Figure 6 – Typical Weekday Customers by Time of Day**



**Figure 7 – Typical Weekend Customers by Time of Day**

The typical duration customers spend in businesses is shown graphically in **Figure 8**. The data indicates that customers visiting local businesses (as estimated by surveyed businesses) typically stay in the businesses for less than one hour.



**Figure 8 – Typical Duration of Time Customers Spend in Businesses**

## 4. FUTURE CONDITIONS

This section discusses the assumptions and expected changes in land uses in downtown Winters. The changes were evaluated based on future conditions, as defined by the City of Winters Downtown Master Plan

The following sections identify near term and long term future parking needs.

### NEAR TERM FUTURE DOWNTOWN AREA

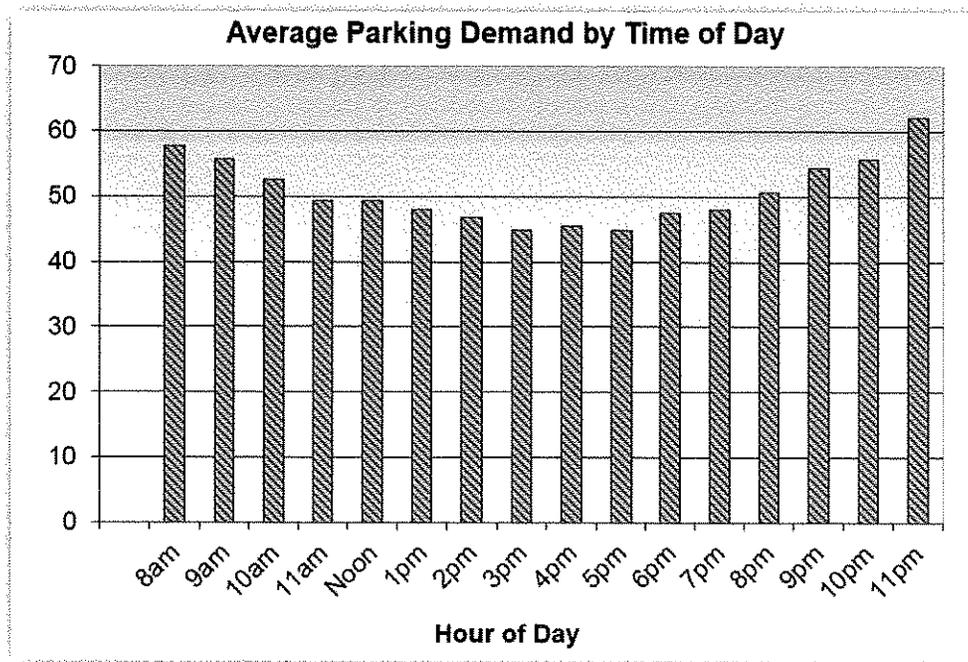
The near term future downtown area and parking needs includes projects that are expected to occur with a high degree of certainty within one to three years. City of Winters staff provided the following projects that are planned to be constructed in the near term:

- Hotel (on Abbey Street) – 72 rooms, restaurant, and event center.
- 50,000 square feet of additional development

### POTENTIAL HOTEL PARKING IMPACTS

ITE and ULI methodologies and data indicate that the anticipated 72-room hotel and restaurant will generate parking demand throughout the day as shown in **Figure 9**. The maximum daytime parking demand would therefore be approximately 58 spaces and evening demand would be approximately 62 spaces. Special events like weddings will have a higher parking demand, is anticipated to be approximately 100 parking spaces.

The location of the planned hotel and restaurant, as well as retail uses is shown in **Figure 11**.



**Figure 9 – 72 Room Hotel and Restaurant Parking Demand by Time of Day**

In **Chapter 3**, the existing parking demand was used to determine a Winters specific parking generation rate of 1 space per 740 square feet. This estimate was used along with the expected future hotel development within the City (provided by the Winters Planning Department) to determine the near term future parking demand. As shown in **Table 10**, it is anticipated that the hotel on Abbey Street will be constructed. This development, in addition to existing demand and 50,000 square feet of near term future development, is anticipated to cause a parking deficit of 71 spaces if an 85% occupancy goal is adopted (i.e. practical capacity). If a lower 75% occupancy goal is adopted, the parking deficit would be 141 spaces. The calculation of peak parking generation at practical capacity (85%) is summarized in **Table 10**. The calculation of peak parking generation at 75% capacity is summarized in **Table 11**.

**Table 10: Near Term Future Parking Generation Demand (At Practical Capacity with Existing, Hotel and 50ksf of development)**

| Land Use Type                     | Size    |    | Source                 | Evening Peak       |                 |               |                        |                               |                        |
|-----------------------------------|---------|----|------------------------|--------------------|-----------------|---------------|------------------------|-------------------------------|------------------------|
|                                   |         |    |                        | Calculated Rate    | Existing Supply | Future Demand | Average Occupancy Goal | Future Parking Needed (total) | Future Parking Deficit |
| Existing + Near Term Development* | 287,100 | SF | Winters Parking Survey | 1 space per 740 SF | 459             | 450           | 85%                    | 530                           | -71                    |

\*Includes existing building square footages plus 50,000 square feet of future within City defined blocks #1 thru #13.

**Table 11: Near Term Future Parking Generation Demand (At 75% Capacity with Existing, Hotel and 50ksf of development)**

| Land Use Type                     | Size    |    | Source                 | Evening Peak       |                 |               |                        |                               |                        |
|-----------------------------------|---------|----|------------------------|--------------------|-----------------|---------------|------------------------|-------------------------------|------------------------|
|                                   |         |    |                        | Calculated Rate    | Existing Supply | Future Demand | Average Occupancy Goal | Future Parking Needed (total) | Future Parking Deficit |
| Existing + Near Term Development* | 287,100 | SF | Winters Parking Survey | 1 space per 740 SF | 459             | 450           | 530                    | 600                           | -141                   |

\*Includes existing building square footages plus 50,000 square feet of future within City defined blocks #1 thru #13.

## LONG TERM FUTURE DOWNTOWN AREA

The City is in the process of evaluating development of several new business in and around downtown, which would potential increases the need for parking, both during the day, at night, and over the weekends. This long-term future scenario includes development that is anticipated to occur within a three to 20-year time horizon.

**Figure 10** shows the Initial Vision Plan from the City of Winters Downtown Master Plan.

## LONG TERM FUTURE PARKING DEMAND

The existing parking demand was used to determine a Winters specific parking generation rate of 1 space per 740 square feet. This estimate was used along with the expected future development within the City (provided by the Winters Planning Department) to determine the future parking demand. As shown in **Table 12**, it is anticipated that the Downtown Study area will increase from 237,100 square feet in existing

conditions to 894,100 square feet in future conditions. This increase in square feet is anticipated to cause a parking demand increase of 962 spaces if an 85% occupancy goal is adopted. If 75% is adopted as the occupancy goal, parking demand increase would be 1,152. The calculation of peak parking generation at practical capacity (85%) is summarized in **Table 12**. The calculation of peak parking generation at 75% capacity is summarized in **Table 13**.

**Table 12: Future Parking Generation Demand (at practical capacity and with the Hotel)**

| Land Use Type              | Size    |    | Source                 | Evening Peak       |                 |               |                        |                        |                               |
|----------------------------|---------|----|------------------------|--------------------|-----------------|---------------|------------------------|------------------------|-------------------------------|
|                            |         |    |                        | Calculated Rate    | Existing Supply | Future Demand | Average Occupancy Goal | Future Parking Deficit | Future Parking Needed (total) |
| Select Existing Buildings* | 894,100 | SF | Winters Parking Survey | 1 space per 740 SF | 459             | 1208          | 85%                    | -962                   | 1422                          |

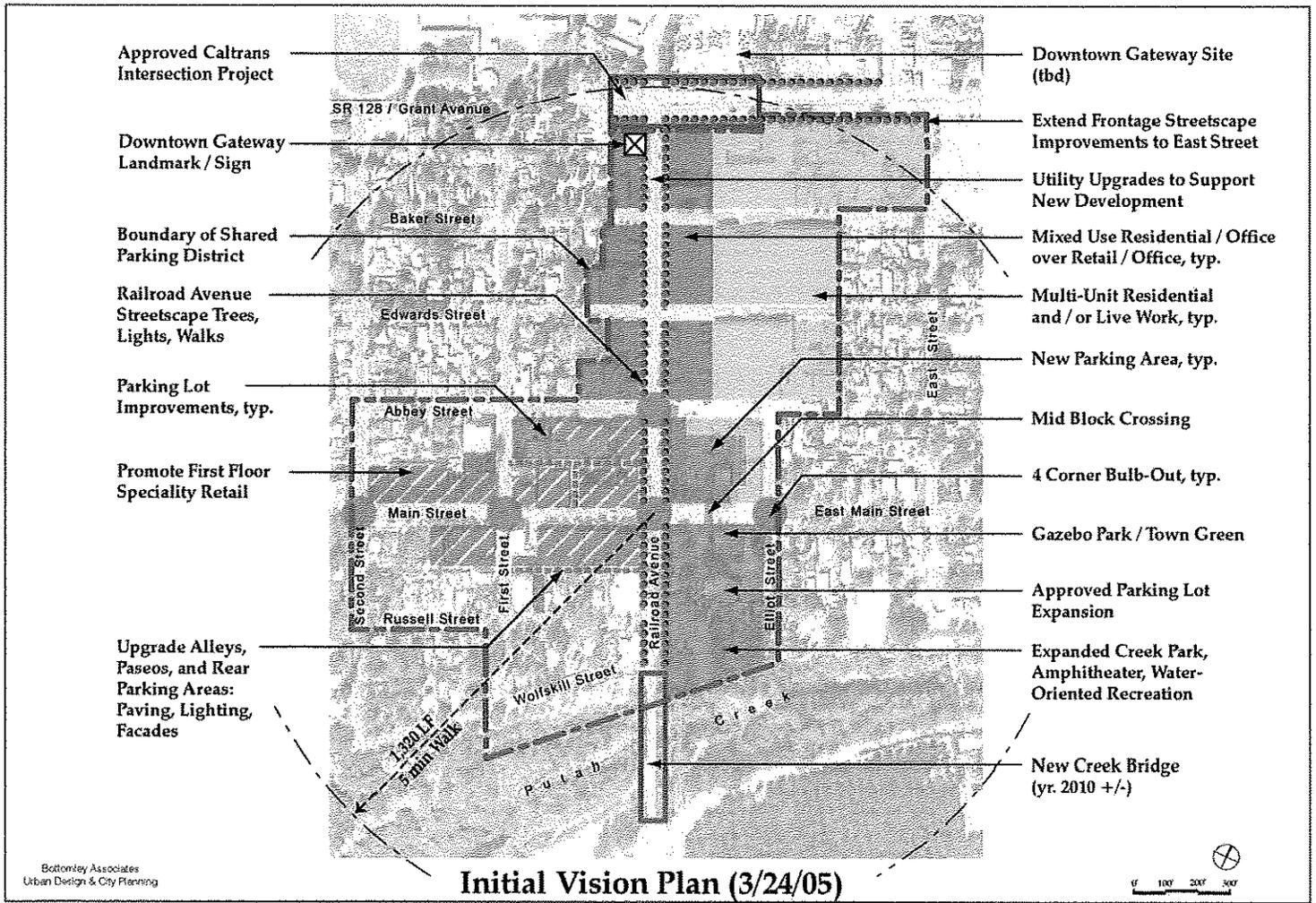
\*Includes future building square footages within City defined blocks #1 thru #13.

**Table 13: Future Parking Generation Demand (at 75% capacity and with the Hotel)**

| Land Use Type              | Size    |    | Source                 | Evening Peak       |                 |               |                        |                        |                               |
|----------------------------|---------|----|------------------------|--------------------|-----------------|---------------|------------------------|------------------------|-------------------------------|
|                            |         |    |                        | Calculated Rate    | Existing Supply | Future Demand | Average Occupancy Goal | Future Parking Deficit | Future Parking Needed (total) |
| Select Existing Buildings* | 894,100 | SF | Winters Parking Survey | 1 space per 740 SF | 459             | 1208          | 75%                    | -1152                  | 1611                          |

\*Includes future building square footages within City defined blocks #1 thru #13.

Additional analysis for the development of a 72-room hotel and small restaurant are shown in the following section.





## PARKING DEMAND CONCLUSIONS

As discussed in the previous section, it is anticipated that future growth and development in the downtown area will cause a parking deficit. Future parking hotspots will continue to be Main Street and Railroad Avenue.

The application of an effective parking supply buffer to achieve 85 percent occupancy on a typical weekday would require a maximum of 1,422 spaces. Potential solutions to manage this expected increase in demand are identified in the recommendations section of this report. These spaces include on-street and off-street spaces, either on development sites or in public lots. There are significant parking supply opportunities just one to two blocks north of the downtown core area, if visitors/patrons/employees are willing to walk. For parking spaces to be used effectively, it is important that they be located within the Master Plan area and within a 5-10-minute walking distance of the popular destinations.

The City has a thriving downtown, in large part due to its high-end boutiques, retail shops, wine tasting establishments, and restaurants. In addition, patrons and employees currently enjoy free and convenient parking in a well-maintained area close to nearby attractions. The downtown parking district is not isolated from the surrounding portions of downtown. While the shared parking analysis developed in this study primarily focuses on the available supply within the district, available on-street supply is also available on-street just outside of the district. It is anticipated that increased spillover into these areas could occur.

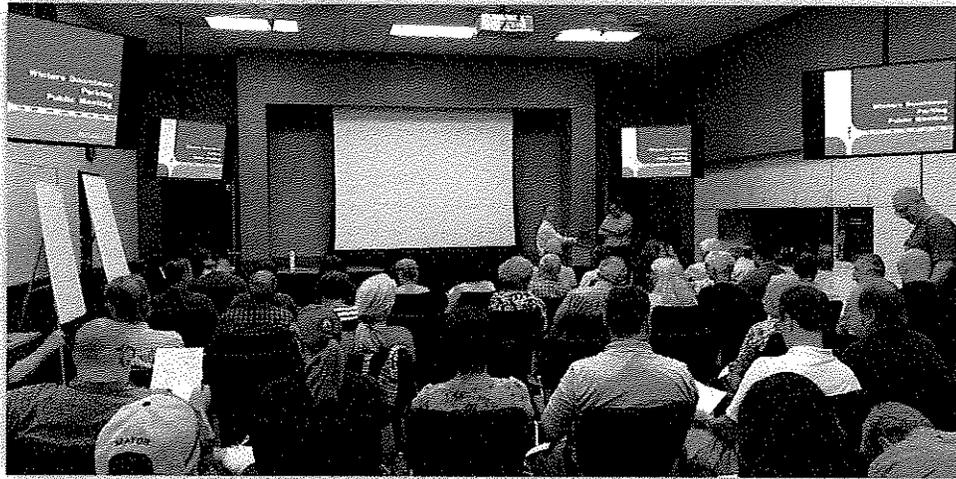
## 5. COMMUNITY OUTREACH MEETING

The Winters community was invited to attend a public outreach meeting on May 3, 2017 to learn about this study and provide feedback. Approximately 46 community members attended the meeting. Based on an in-meeting poll/survey, comment cards, boards with sticky notes, and one-on-one discussions, the following information was collected:

1. Spaces on Solano side of bridge (City land) should be striped.
2. Improve lighting and signage within the City.
3. Install bike parking on Abbey Street west of Railroad Avenue, on southeast and northeast corners of Main Street / 1<sup>st</sup> Street intersection, on Railroad Avenue north of Russell Street, in Main Street Village lot, and in Community Center lot.
4. Fix/install sidewalks within the City.
5. Neighborhood problems exist west of Railroad Avenue on Abbey Street, Main Street, and Russell Street.
6. Install more lighting in Railroad Avenue / Main Street parking lot.
7. Parking intrusion into the neighborhoods typically occurs in the afternoon and evenings.
8. There is not enough parking in the downtown area.
9. Diagonal on-street parking is preferred over parallel and 90 degree.
10. Parking time limits and meters (if installed) should be enforced.

| Winters Parking Community Meeting Sign In Sheet |                 |              | WINTERS     |
|---|-----------------|--------------|-------------|
| Name  | E-mail          | Address      | Kimley-Horn |
| 1. David H. H. H.                               | dh@hph.com      | 1000 Main St |             |
| 2. Adam Johnson                                 | ad@hph.com      | 1000 Main St |             |
| 3. Tom H. H.                                    | tom@hph.com     | 1000 Main St |             |
| 4. David H. H.                                  | dh@hph.com      | 1000 Main St |             |
| 5. Bob H. H.                                    | bob@hph.com     | 1000 Main St |             |
| 6. Nick H. H.                                   | nick@hph.com    | 1000 Main St |             |
| 7. Maggie H. H.                                 | maggie@hph.com  | 1000 Main St |             |
| 8. Melanie H. H.                                | melanie@hph.com | 1000 Main St |             |
| 9. Jane H. H.                                   | jane@hph.com    | 1000 Main St |             |
| 10. Sandy H. H.                                 | sandy@hph.com   | 1000 Main St |             |
| 11. Rob H. H.                                   | rob@hph.com     | 1000 Main St |             |
| 12. Allen H. H.                                 | allen@hph.com   | 1000 Main St |             |
| 13. Raymond H. H.                               | raymond@hph.com | 1000 Main St |             |
| 14. Paul H. H.                                  | paul@hph.com    | 1000 Main St |             |
| 15. John H. H.                                  | john@hph.com    | 1000 Main St |             |
| 16. Miguel H. H.                                | miguel@hph.com  | 1000 Main St |             |
| 17. Carlos H. H.                                | carlos@hph.com  | 1000 Main St |             |
| 18. Susan H. H.                                 | susan@hph.com   | 1000 Main St |             |
| 19. Clark H. H.                                 | clark@hph.com   | 1000 Main St |             |
| 20. Jeff H. H.                                  | jeff@hph.com    | 1000 Main St |             |
| 21. Denise H. H.                                | denise@hph.com  | 1000 Main St |             |

The feedback provided at this meeting helped to guide the study findings and recommendations. Russell Street parking utilization was surveyed and included in this study at the request of meeting attendees.



## 6. SHARED PARKING

Shared parking is the use of a parking facility that accommodates the parking demands of multiple adjacent land uses without preventing each individual use's ability to provide parking for its patrons. The shared nature of this concept reduces the number of parking spaces required for the facility, increases the facility capacity, and utilizes the space more efficiently. Typically, shared parking can reduce parking requirements 10 to 30 percent, depending upon specific conditions.

In this strategy, parking spaces are shared by the group of motorists serviced by the facility rather than parking spaces being assigned to them. In many instances, users of a parking facility arrive and leave at different times, do not stay for as long as other users, or utilize alternative modes of transportation. Ultimately, the demand for parking spaces does not equal the number of users at any given time. For example, a group of 100 residents or a hotel can share between 60 and 80 parking spaces because residents work at different times, complete daily errands at different times, and some may not even own a vehicle. To provide options for patrons, parking spaces may be reserved at a higher price, but shared spaces can be priced at a lower rate (when pricing for parking).

Shared parking can be applied in many situations. It is particularly appropriate where:

- Land values and parking facility costs are high.
- Clustered development is desired.
- Excessive pavement is undesirable<sup>1</sup>.

---

<sup>1</sup> *Shared Parking, VTPI*

In the "adjacent site approach" to shared parking, the parking demands of the adjacent uses vary by hour, by day, or by season. Due to the variance in peak demand times, the parking facility can adequately serve the demands of adjacent uses with less than the maximum number of parking spaces needed to serve the adjacent on an individual basis in private parking facilities. For example, a small office may need 25 spaces for its employees and the neighboring movie theatre requires 100 spaces. On an individual basis, a total of 125 spaces would be needed for both uses, but because the peak demand periods of the uses vary from weekday to evenings and weekends, the parking facility may be shared between the theater and office with a total of 100 spaces. **Table 14** illustrates variance in peak demand by common land uses.

**Table 14: Land Use Peak Demand Variance**

| Weekday Peaks         | Evening Peaks                    | Weekend Peaks          |
|-----------------------|----------------------------------|------------------------|
| Banks                 | Auditoriums/Theaters             | Religious Institutions |
| Medical Clinics       | Bars and Clubs                   | Parks                  |
| Offices               | Meeting Halls/Conference Centers | Shops and Malls        |
| Professional Services | Restaurants                      |                        |
|                       | Shops                            |                        |

## MAXIMUM WALKING DISTANCES

Within shared parking facilities, there is a maximum distance that users are willing to walk to get from a parking space to a destination. Shared parking is confined by this maximum distance. Passing this threshold pushes users to drive to their next destination, thereby surrendering the purpose of a shared parking facility that serves multiple destinations or the "Park Once" trip concept. Such distances are influenced by a combination of factors including the condition of the pedestrian infrastructure, climate, line of sight, safety, and pedestrian barriers. **Table 15** lists the general acceptable distances accepted by destination and user type.

**Table 15: Generally Acceptable Walking Distances by Destination and User<sup>2</sup>**

| Adjacent<br>(Less than 100 ft.) | Short<br>(less than 800 ft.) | Medium<br>(less than 1,200 ft.) | Long<br>(less than 1,600 ft.) |
|---------------------------------|------------------------------|---------------------------------|-------------------------------|
| People with disabilities        | Grocery stores               | General retail                  | Airport parking               |
| Deliveries and loading          | Professional services        | Restaurant                      | Major sport or cultural event |
| Emergency services              | Medical clinics              | Employees                       | Overflow parking              |
| Convenience store               | Residents                    | Entertainment center            |                               |
|                                 |                              | Religious institution           |                               |

<sup>2</sup> Shared Parking: Sharing Parking Facilities Among Multiple Users, *Victoria Transport Policy Institute (2013)*

## 7. POTENTIAL DOWNTOWN ORGANIZATION

### PARKING BENEFIT DISTRICT

Parking Benefit Districts (PBDs) are defined geographic areas, which allow for the consolidation of parking management and financing where parking demand and supply can be shared between users and actively managed through a governing body with supporting ordinances for the mutual benefit of the district membership. Parking requirements encoded within municipal zoning ordinances shape the character of transportation and development within that municipality. The collective ability of the City to use zoning and other tools to shape local transportation conditions around shared values and goals will have increasingly economic, environmental and sustainable impacts.

In the past, development and parking requirements were car centric. Cities began to require sufficient accessory parking at each new development — enough to ensure that spaces would almost always be available for anyone who needed one, even if they were overabundant (and often free). This meant building to meet peak demand for free parking at each location. It also meant generating a high level of redundancies between land uses, even for uses within short walking distances of each other. One of the objectives of a PBD is to preserve traditional, relatively dense, mixed-use centers from conventional development requirements for on-site accessory parking facilities.

In addition, effective PBD implementation can provide:

- Formality and permanence to shared-parking resources, allowing developers (and their lenders) to rely upon them to reduce their on-site parking needs;
- Capacity to manage parking demand via centralized control over policies and pricing;
- Capacity to capture and direct parking revenues toward local investments;
- Capacity to manage the design and functionality of primary parking facilities, including facility and access-point location to minimize conflict with predominant automobile, transit, bicycle, and pedestrian traffic patterns;
- More welcoming conditions for customers and visitors — fewer “Thou Shalt Not Park Here” signs throughout the district;
- Re-captured land and redevelopment opportunities, supporting the general tax base;
- Funding mechanisms for capital improvements and maintenance costs; and
- Consolidated parking management to support member businesses.

Over-requiring parking supply along the corridors can create a number of unwanted effects, including:

- Reducing Infill Development Viability – smaller or awkwardly-configured sites typical of urban centers, as well as historic re-development opportunities in older commercial centers, can present significant challenges to meeting contemporary parking requirements, limiting their re-investment value and encouraging “green field” development instead;
- Discouraging alternatives to auto travel – by promoting free parking, minimum parking requirements put pay-as-you-go modal alternatives like transit at a distinct disadvantage;
- Eroding pedestrian environments – requiring each development to self-park (accommodate all demand on-site) greatly increases the proliferation of driveway-sidewalk intersections and creates large swathes of inhospitable surface parking lots; and

- Adding to the cost of living – by promoting free parking, conventional requirements ensure that parking costs are externalized in higher prices for goods, services, and housing — creating a particularly unfair burden for low-income households and those who do not drive.

Individual land use parking requirements typically result in an oversupply of parking and often stifles new developments, creates adverse neighborhood impacts, and promotes an inefficient use of land. When shared managed parking is implemented, newly available land that is diverted from parking uses can be used to support development pro forma, encourage active lifestyles, increase quality of life, promote mobility, enhance pedestrian safety, and create an environment that respects all stakeholders.

The primary goal of a PBD is to effectively manage an area’s parking supply and demand to support the business activities of the district’s membership and increase the convenience for district visitors. PBDs typically employ a number of parking management techniques to manage parking supply and demand, including but not limited to pooled shared parking supply, issuance of permits, and TDM strategies.

By consolidating the management of parking and sharing in revenue generated by PBDs, member businesses are supported through decreased financial burden of oversupply of parking, enhanced customer experiences, and the provision of district amenities. Financial benefits from a PBD can be used to improve transportation infrastructure along the corridor, fund operations, parking provision, implement neighborhood parking permit programs, and develop infrastructure that promotes healthy lifestyles, i.e. bike racks, bike lanes, user friendly sidewalks.

## FRAMEWORK

To develop the framework for PBD’s a few goals have to be established that will form the basis of the district along a corridor.

- Create a Parking Benefit District framework for managing parking in the corridors
- Recommend adoption of performance-based pricing for public parking, on-street and off-street.
- Create a new parking requirement framework for shared-parking within the corridor district
- Phase implementation
- Establish zoning-based incentives for shared parking and demand-management investments
- Protect residential neighborhoods through the implementation of neighborhood parking permit systems
- Do not provide free public parking

The above goals will be established by the following:

- Reduce current requirements, if found appropriate
- Promote a shared parking (i.e., “park once”) focus
- Support local business
- Increase flexibility of standards
- Make standards clear and predictable
- Assess performance
- Identify opportunities for improvement
- Create market incentives to ensure implementation of these goals
- Increase the role of private developers in the provision of publicly-available parking
- Make shared spaces the least expensive for a developer to provide, and excess “reserved” spaces the most expensive to provide.

- The proposed framework must consist of setting baseline ratios for residential and non-residential uses
- Calculate minimum and maximum parking targets that are defined for an abbreviated set of land uses.

## TARGETED RANGE

Parking requirements in framework plans are sometimes expressed as a target range in the form of a parking supply minimum and a maximum for each land use, rather than a specific number. A target range affords developers the flexibility to meet business goals and pro forma demands without compromising the goals of the public sector. A parking minimum is set at a level where enough parking supply is provided to avoid externalities like spill-over parking into neighboring districts from occurring. The presence of high-quality transit service, shared use parking facilities, and dense mixed-use environments, among other transportation demand management (TDM) strategies, help support low minimum parking standards. On the other hand, parking maximums should reflect the limit where the parking needs of businesses are reasonably met and additional parking would infringe of the urban design goals of the municipality.

## BELOW MINIMUM

If a parking minimum is established, there are certain conditions that allow a developer to build below that minimum number of spaces. This option requires the payment of an increased Parking Benefit Charge that can then be used to provide more public parking elsewhere.

## ABOVE MAXIMUM

There are three options for building above the maximum set by the target range, each of which mitigate the impacts of over-supplied parking. To exceed the maximum, a developer or owner may:

Open the increment of additional non-residential parking to public use as part of a shared parking arrangement. This allows for the developer to provide the amount of parking that they desire while offering a supply of shared parking spaces that may be used to offset demand generated by adjacent land uses. "Unbundle" all residential spaces (will allow provision of excess residential spaces only) –separate the cost of parking from the cost of housing, provide the option to rent or purchase fewer (or no) parking spaces to reduce housing costs.

Pay a higher in lieu rate to provide funding for local demand-management investments (transit shuttles, car-share parking, commuter benefits) - developments with on-site supplies in excess of a project's maximum that are neither shared (non-residential) nor unbundled (residential) will incur a higher cost, with the incremental revenues being directed toward the provision of local transit, car-share parking, commuter benefits, or other parking-demand reduction investments.

## FINANCING OPTIONS

A primary benefit of a PBD is the consolidation of parking management and financing. By addressing parking as a district, member businesses can coordinate major policy decisions and infrastructure improvements that would not be possible with each property owner acting independently. California provides a variety of legal mechanisms for the establishment of a PBD. Financing for these districts is predominantly funded through assessments though other means are possible. The list below provides some examples of parking districts:

**Business Improvement Districts (BIDs):** These are established with support of 50 percent of property owners weighted by assessed value and use assessments to fund capital improvements and maintenance of parking facilities as well as district amenities.

**Assessment Districts (ADs):** These are established with support of 50 percent of property owners weighted by assessed value to fund improvements within the district. Improvements are typically used to support new development but can be used on existing development if a rational nexus between the improvement and assessment can be established.

**Downtown Parking District:** These are established by the City and use property assessments to fund new construction, pay debt, operations, and maintenance costs related to parking.

---

## LAND USE CLASSIFICATIONS

Effective PBDs often simplify the land use classification of properties to better reflect the district's parking needs. Consolidated land uses simplify regulations, encourage investment, and enhance the effectiveness of shared parking resources. Some example new land uses might include:

- Residential
- General Office
- General Commercial
- Restaurant and Bar
- Hotel

## PARKING ASSESSMENT DISTRICT

As discussed in the recommendations, a parking assessment district could be used to fund parking related benefits.

## BUSINESS IMPROVEMENT DISTRICT (BID)

Business Improvement Districts (BID) are a revitalization tool for commercial neighborhoods such as shopping malls and regional business districts. BIDs are public/private sector partnerships that promote individual business districts and provide a variety of economic development and promotional services. The Parking and Business Improvement Area Law of 1989 (Streets and Highway Code 36500 et seq.) authorized the formation of a district that provides parking related benefits. The law enables a city, county, or joint powers authority (made up of cities and/or counties only) to establish a BID and levy annual assessments on businesses within its boundaries. Improvements, which may be financed, include parking facilities, parks, fountains, benches, trash receptacles, street lighting, and decorations. Services may also be financed. The law does not allow bonds to be issued by BIDs.

Parking and Business Improvement Areas (PBIA), which can also be called PBIDs, have been used quite frequently in Northern California. The process of forming a BID is as follows:

1. The city must propose a new district by adopting a resolution of intention and the types of improvements and activities to be financed are specified at this time.
2. Public notice must be provided and a public hearing held.
3. If not protested by a majority of affected businesses, the BID is established and an advisory board is appointed.

4. A BID may assess property according to zones of benefit, in relation to the benefit being received by businesses within each zone. Assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied.

## PUBLIC/PRIVATE PARTNERSHIPS

Public-Private partnerships provide Cities the opportunity to reduce required parking solution contributions to parking solutions by leveraging the value of the public land to be used. An opportunity study should be conducted, which would evaluate the possibility of allowing private development on a portion of the City's public parking supply in exchange for financial contributions towards the construction of additional parking.

## 8. ISSUES AND RECOMMENDATIONS

This parking plan touches on many different aspects of the Winters downtown parking system. Ultimately, the focus of this study has been to provide a picture of how parking currently functions in the downtown area, to provide insight into how parking needs may change in the future, and to discuss policy and program options the City could pursue to ensure that parking continues to support the growth and success of the downtown.

### DOWNTOWN ISSUES

The following issues were identified during the study through stakeholder meetings and during analysis of parking conditions in downtown Winters and merits further consideration for the development of future management practices:

- Employees park in prime locations for businesses
- Bike parking should be more prominent (i.e. high visibility, secure, etc.)
- On-street and off-street parking fills up on Friday nights when events occur
- On-street time limit restrictions are not followed by motorists and not enforced by the City
- There are no reserved parking locations for electric vehicle
- There is insufficient street lighting on Abbey Street and throughout the City
- Existing pedestrian connectivity in Downtown could be improved
- A new hotel will be constructed on Abbey Street
- Parking intrusion occurs in some residential neighborhoods from both employees and customers
- There is a perception that there is a shortfall of parking in Downtown

### RECOMMENDATIONS

The recommendations in this section seek to holistically improve transportation for pedestrians, bicyclists, and motorists. Recommendations in this chapter address the following topics:

- **Management Body**
- **Employee Parking**
- **Event/Overflow Weekend Parking**
- **On-Street Striping**
- **Zoning and Development Standards**

- *Future Parking*
- *Main Street*
- *Urban Design*
- *Accessible Parking*
- *Loading and Unloading Zones*
- *New and Expanded Parking Lots*
- *Remote Parking Lots for Special Events*
- *Parking Structure*
- *Parking Revenue*
- *Revenue and Financing Programs/Options*
- *Residential and Commercial Conflicts*
- *Enforcement*
- *Electric Vehicle Parking*

The following recommendations, as shown in the *Winters Parking Committee Downtown Parking Recommendations and Plan (2018)* table included in the **Appendix**, are targeted towards helping the City develop a parking management strategy for the downtown that aligns goals and policies.

It is not the City's intention to manage the parking program, rather, a Downtown Association should spearhead this parking plan in collaboration with the City.

## MANAGEMENT BODY

**Recommendation: Establish a management body (i.e. BID) to plan and manage parking in collaboration with the City. Management body will be to obtain funding from developers and map parking.**

## EMPLOYEE PARKING

Employee parking is a key component of downtown area parking requirements since their parking duration is longer than visitors, shoppers, diners, etc. Since employee parking durations are relatively long (~8 hours) in comparison to other downtown user types, it is important that employees park outside of prime locations for businesses. Higher parking turnover in downtown areas equates to economically successful businesses.

### Recommendations:

1. **Establish employee parking locations and protocols. The Community Center is recommended for employee parking, as parking occupancy is low at 26% during primary working hours of 7:00am to 5:00pm. By the time the Community Center typically gets busy (after 5:00pm), many employees working standard business hours will have gone home.**
2. **Develop enforcement policies to impose graduated violation fees, which increase with the number of offences for lots and on-street parking.**

**Lead Entity: Local employers, Winters Parking District Association, and/or City of Winters.**

## EVENT/OVERFLOW WEEKEND PARKING

The City of Winters is an active community and tourism destination. As such, special events are held regularly at the Community Center and at various locations in the Downtown District. Additionally, the Downtown Area experiences a lot of visitors on weekends, as well as cyclists during the summer. Parking overflows occur periodically due to downtown events and the influx of weekend visitors and cyclists.

### **Recommendation:**

- 1. Establish remote parking locations at Winters High School (WHS) and at suitable locations on other public and private parcels. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established.**
- 2. Determine a designated valet parking area and provide valet service to and from it.**

**Lead Entity: Winters Parking District Association and/or City of Winters.**

## ON-STREET STRIPING

On-street parking is a key component of the downtown parking supply. On-street parking in the Downtown Area provides convenient parking to visitors and employees. Residents also utilize on-street parking in neighborhood areas. However, parklets provide an ideal space for visitors to enjoy the downtown and parklets should be allowed where requested.

### **Recommendation:**

- 1. Establish a striping plan and annual budget to improve striping throughout the Winters Parking District.**
- 2. As the Downtown Master Plan develops, consideration should be given to diagonal on-street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).**
- 3. Guidelines for the number of parking spaces to be converted to parklets should be determined.**

**Lead Entity: City of Winters**

## ZONING AND DEVELOPMENT STANDARDS

### **Recommendation:**

- 1. Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking. This will help establish the City's priorities in developing parking policies, such as who its priority parking customers are and what its responsibility is in providing parking supply to the public.**
- 2. Simplify minimum parking requirements for the Downtown.**

3. **Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee.**
4. **Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.**
5. **Reduce minimum parking dimensions to reduce the space needed to provide parking, which makes the provided downtown parking more space efficient and cost feasible, when possible.**
6. **On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.**

**Lead Entity: City of Winters**

## MAIN STREET

Shops and restaurants are located on Main Street as well as a 2-hour time limit for parking (near Main Street Village). Short term (2 hour or less) parking is preferable for business purposes. Based on survey data and field observations, employees (long term parking) typically park on Main Street.

**Recommendation: Enforce the existing time limits.**

**Lead Entity: The City of Winters**

## URBAN DESIGN

Lighting, signage and wayfinding, bike facilities, pedestrian facilities, and security are aspects of good urban design that should be considered and incorporated throughout the Winters Parking District. It is important for motorists, pedestrians, and cyclists to feel comfortable while using the City's transportation system.

---

## LIGHTING

**Recommendation:**

1. **Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, etc.) and trim trees/hedges. Use City standards and consider LED lighting as well as decorative designs.**
2. **Implement art and landscape where pedestrians will walk or gather.**

**Lead Entity: The City of Winters and/or Winters Parking District Association**

---

## SIGNAGE AND WAYFINDING

Wayfinding recommendations are proposed to make parking easier to find, thus alleviating the congestion caused by drivers looking for parking spaces. Wayfinding should also be provided for attractions and as part of the gateway and public space improvements. It is important that once people park their vehicles, they can easily determine the route to walk, bike, etc. to their desired destination.

**Recommendation:**

1. Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.
2. Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,
3. Explore the feasibility of implementing a variable message sign-based parking guidance system, in the Downtown from CR 89 (Railroad Avenue) and SR 128 (Grant Avenue).



**Lead Entity: City of Winters and Winters Parking District Association**

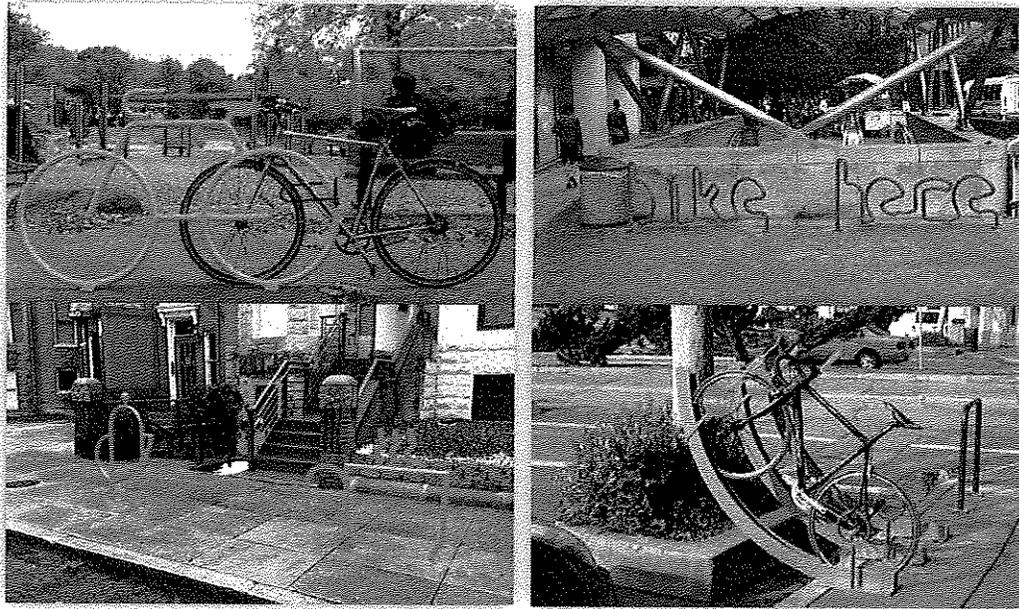
## BIKE FACILITIES

Within the Project limits, there are limited existing bicycle parking facilities and much of the Downtown has limited street right-of-way width between the storefronts of historic buildings. Bike parking could be allocated in existing parking spaces.

### Recommendation:

1. Install bike parking at the following locations:
  - a. Abbey Street west of Railroad Avenue
  - b. Community Center
  - c. Main Street Village lot
2. Consider installing bike corrals, which replaces a single 22-foot parking space and can provide enough space for seven U-shaped racks (approximately 14 bike parking spaces).
3. Replace existing bike racks on Main Street in front of Steady Eddy's artistic bike racks.
4. Include requirements or incentives for showers and clothes lockers in new commercial developments to encourage bicycle commuting.
5. Bike parking should be provided based on the overall parking supply. Bike parking should be required at 10% of vehicle parking spaces.
6. Continuously monitor bike demand.

**Lead Entity: City of Winters**



**Figure 12 – Bike Rack Examples**

## PEDESTRIAN FACILITIES

Pedestrian oriented design includes locating pedestrian amenities such as sidewalk landscaping, street furniture, and seating areas on the site of parking structures, which can strengthen the pedestrian realm and improve linkages to other areas of Downtown. In addition, the creation of paseos (such as the existing paseo on Railroad Avenue and Main Street) and open space between buildings (and new parking structures) can maintain the small-grain scale and form of Downtown.

Sidewalks are provided throughout the downtown area, but several street segments have sidewalk on only one side and there are some segments with no sidewalk on either side—especially on streets outside the core corridors of Railroad Avenue and Abbey Street. Some sidewalks are in need of maintenance, and some sidewalk widths may not be adequate for pedestrians to move comfortably and avoid obstacles, especially pedestrians in wheelchairs.

Curb ramps exist at many intersections in the downtown area, but are not compliant with current ADA standards. Some ramps are not flush with the street pavement and other ramps do not align with the pedestrian path of travel across the street.

### **Recommendations:**

- 1. Repair existing sidewalks throughout the Downtown.**
- 2. Install new sidewalk at the following locations:**
  - a. Abbey Street between 1<sup>st</sup> Street and Railroad Avenue**
  - b. Railroad Avenue south of Abbey Street**
- 3. Install ADA compliant sidewalk and curb ramps throughout the City.**
- 4. Consider restriping crosswalks at the following intersections:**

- a. **Abbey Street / 1<sup>st</sup> Street**
  - b. **Abbey Street / Railroad Avenue**
  - c. **Abbey Street / Elliott Street**
  - d. **Edwards Street / 1<sup>st</sup> Street**
  - e. **Edwards Street / Railroad Avenue**
  - f. **Main Street / Elliott Street**
5. **Use warning signs or barriers to discourage jaywalking.**
  6. **Provide pedestrian crosswalks at all legs of downtown intersections.**

**Lead Entity: City of Winters and/or BID.**

## ACCESSIBLE PARKING

The Americans with Disabilities Act (ADA) is a civil rights law which requires that buildings and facilities that provide goods and services to the public, must be accessible to individuals with disabilities. As such, ADA compliant parking and pedestrian facilities (sidewalks and ramps) are important aspects of modern transportation systems. Based on observation, some locations within the City provide insufficient ADA parking on Main Street.

**Recommendation: A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.**

**Lead Entity: The City of Winters and/or Winters Parking District Association.**

## LOADING AND UNLOADING ZONES

Commercial deliveries regularly block streets and parking areas.

**Recommendation: Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.**

**Lead Entity: The Winters Parking District Association and businesses**

## NEW AND EXPANDED PARKING LOTS

Parking demand is generated by land uses. Businesses, restaurants, residences, etc. generate trips and parking demand. Therefore, as the new development that is planned within the City occurs and new buildings are built, it is anticipated that there will be a need for the existing parking supply to be expanded.

### **Recommendations:**

1. **Establish a Winters Parking District Association, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners that have suitable parcels.**

2. As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of “shared parking” with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established.

**Lead Entity: The City, Parking District, Winters Parking District Association, and WJUSD**

## REMOTE PARKING LOTS

Remote lots are often used in communities to service overflow parking due to peaks and events.

**Recommendation: Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.**

**Lead Entity: The City of Winters and the Winters Parking District Association**

## PARKING STRUCTURE

Parking structures, also known as parking garages, can provide a relatively high number of parking spaces relative to the structure’s footprint. However, construction of parking structures is significantly more expensive than construction of surface lots. It is anticipated that future development within the City will cause parking demand that cannot be met with existing on-street and off-street supply.

New parking structures should be designed to not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered.

### **Recommendation:**

1. **Develop a plan and financing program for the construction and maintenance of a downtown parking structure. Advisory and final PD votes should be conducted and an assessment filed.**
2. **New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and better serves retailers. Existing service and delivery access can be maintained by creating loading zones.**

**Lead Entity: Winters Parking District Association**

## PARKING REVENUE

The City does not currently provide paid parking. Meters, paid lots, and/or a paid parking structure would provide the City with revenue for enforcement and maintenance if implemented.

Parking in Winters is currently free. Paid parking lots can also be provided for use by building owners and then they would have to pay an in-lieu fee for the public parking facilities instead of requiring private off-street parking for each property. This can occur even if the public parking is free, but is not recommended. On-street parking is considered one of the better shared public parking options because of its accessibility. Due to its convenience, on-street parking may need to be regulated through payment or restricted for parking demand management in high-demand areas.



To determine the minimum number of parking spaces for a shared facility:

- Determine the minimum amount of parking required by each proposed "user" of the shared facility by time period,
- Sum all of the required parking spaces by time period for each proposed user, and
- Set the minimum required parking spaces for the shared parking facility at the maximum total across all time periods.

---

## PAID PARKING

**It is not recommended to implement paid parking; however, parking management and payment of in-lieu fees should support the parking management plans.**

**Lead Entity: The City of Winters and Winters Parking District Association**

---

## FINANCING MECHANISM

**Recommendation: Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of assessment.**

**Lead Entity: The City of Winters, Winters Parking District Association, and BID**

---

## RESIDENTIAL AND COMMERCIAL CONFLICTS

Due to the difference in parking demand duration, conflicts between residents and commercial uses can become an issue. Motorists prefer to park as close to their destinations as possible to optimize for walking distance, personal safety, vehicle security, and travel time. Some Winters businesses are located near residences and as such, on-street parking is shared between the two. Additionally, business employees often wish to park close to their places of work.

**Recommendation: Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance. Buy-in from local residents will be needed.**

**Lead Entity: The City of Winters**

**ENFORCEMENT**

The City of Winters currently does not enforce posted parking time limits. Parking restrictions can be enforced by hiring a parking compliance officer that conducts manual chalking from a Segway and follows up with regular enforcement rounds. Parking citations would be issued via a handheld device or handwritten tickets. The downside to this method is that potential violators could be able to anticipate enforcement rounds and move their vehicles. Utilization of technology is an option that could make enforcement less predictable, less labor intensive, and more targeted, which would lead to greater compliance.

Magnetometer and radar based sensors are the major types currently being used in enforcement and could be paired with a graduated fine program and an integrated hotlist of repeat offenders. Ultimately, the implementation of enforcement technology could make the downtown shopping and dining experience more friendly and convenient.

**Recommendation:**

- 1. Implement enhanced enforcement of time limits.**
- 2. Ensure that parking time limit enforcement restrictions are consistent with signage.**
- 3. Increase fines to the legal limits.**

**Lead Entity: The City of Winters**

**ELECTRIC VEHICLE PARKING**

The City of Winters does not currently have any electric vehicle charging stations, however, with the increase of electric vehicle usage throughout California and the US, motorist demand for charging stations is increasing. Many communities have implemented, or plan to implement charging stations.

**Recommendation: Implement electric vehicle charging stations.**

**Lead Entity: The City of Winters**

**9. FINANCING PROGRAMS**

The following summarizes potential financing mechanisms for parking improvements and additional parking supply within the parking district.

**IN-LIEU FEE PROGRAM**

The cost of providing, operating and maintaining parking is expensive. One option to address these costs is to have an in-lieu fee mechanism, which would provide property owners the option of paying a fee to the City in-lieu of providing the required amount of parking on site. The in-lieu fee would be based on the number of parking spaces required.

In-lieu fee programs require balancing the cost of fees and the City's policy goals. An in-lieu fee program can discourage development if the costs are too high. Similarly, setting the costs too low can impede the City's ability to provide adequate parking.

The specifics of an in-lieu fee program depend upon what the City's goals are for new development and the need for the construction of new spaces. To effectively use in-lieu fees to support the development of parking, the fees must be low enough that developers are willing to pay, but high enough that it is a significant source of funds towards new parking spaces. Some cities have mandated that new development must participate in the program, as they don't allow new on-site parking. This is very effective where parcel sizes are small and on-site parking is not practical.

## METHOD OF COLLECTION

Parking in-lieu fees can be collected by either charging a lump sum payment or an annual fee. The decision of lump sum or annual fees is dependent on several factors including:

1. Expected future development patterns
2. Land use mix
3. Policy goals
4. Expenditures allowed; and
5. Whether the fee is charged to tenants or property owners.

In-lieu fees can be difficult to manage for small businesses and restaurants as they may have difficulties making a full lump sum in-lieu fee payment, which may deter new business. Therefore, allowing payments in installments may be the best option. If the fee is charged to tenants, it may be riskier to charge the in-lieu fee annually because of the potential that they could break the lease and sever the cash flow. In the case of purely new developments that have longer tenancy types, the goal of an in-lieu fee program would be to raise funds for parking construction, maintenance, and management. For these situations, a lump sum payment would be the best approach as it provides funds for the City's immediate use.

## PARKING REVENUES

If Downtown businesses are not willing to pay assessments or the full amount needed through the BID, and/or in-lieu fees do not raise a significant enough revenue stream, then paid parking is the preferred option to raise revenue to close the funding gap for parking improvements.

## 10. PARKING GARAGE/STRUCTURE INFORMATION

A parking garage (parking structure) is an option to add additional public parking supply in the downtown area. This analysis draws upon information from previous studies conducted in California as well as recent parking structure construction cost information for the Bay Area.

### COST OF PARKING CONSTRUCTION

The cost of supplying parking either in an above ground structure, below grade lot, or as part of a mixed-use development is dependent on many variables. Enclosed and underground structures have major construction and operating expenses, because they must be ventilated. The following bullets describe the cost variables associated with providing structured or underground parking.

- **Planning and Design Costs**

- Planning and design costs can include initial demand and planning studies as well as surveying and soils engineering and architectural and structural engineering fees.
- **Land Acquisition Costs**
  - Land costs include the cost of acquisition as well as the costs of securing any easement or additional property necessary to build the parking facility.
- **Construction Costs**
  - Construction costs include demolition and site preparation, basic construction costs, and additional costs for improved architectural finishes and landscaping. Construction costs include contingency costs, contractor's overhead, and cost escalation during the course of construction. Actual construction costs will vary depending on the facility's location, size, whether it is below or above grade, and how many levels it has. The level of aesthetic finishes on the exterior of a parking structure can also significantly increase construction costs.
- **Financing Costs**
  - Financing costs will vary depending on the construction financing mechanism, but can include legal fees, the cost of securing and repaying bonds, and construction loan interest.
- **Equipment and Furnishing Costs**
  - Equipment and furnishings provided within the structure may include barrier gates, elevators, ticket spitters, and payment stations. These items can cost up in the hundreds of thousands of dollars and can affect both the initial cost of a parking facility as well as upkeep and maintenance costs.
- **Maintenance and Operation Costs**
  - Maintenance and operation costs include cleaning, lighting, maintenance, repairs, security, landscaping, fee collection, enforcement, insurance, labor, and administration. Typical costs per space can range from \$300 for basic maintenance of a surface lot to as high as \$1000 per space for a facility with attendants and additional security and lighting needs.

These studies examined the cost of providing additional parking to existing lots and/or garages, the cost per space (hard cost only) are provided in **Table 16**. It is important to note that these are not actual cost estimates for the City of Winters and are given to provide insight into the costs of parking construction only.

**Table 16: Parking Structure Construction Cost Estimates**

| Facility Structure Type                               | Cost Per Space (Construction Cost Only) |
|---|---|
| Surface Lot   | \$6,000 - \$9,000                       |
| Above grade open parking structure (3-4 levels)       | \$20,000 - \$28,000                     |
| Above grade ventilated parking structure (3-4 levels) | \$24,000 - \$35,000                     |
| Below grade ventilated parking structure (2-3 levels) | \$42,000 - \$58,000                     |

Sources : Los Altos Parking Supply Analysis (2013), Burlingame Parking Structure Analysis (CDM Smith, 2013), Mountain View Downtown Parking Study (2011), Watry Parking Garage Estimator.

## APPENDIX

A. DOWNTOWN RECOMMENDATIONS AND PLAN

B. DATA SHEETS

C. OVERVIEW PRESENTATION: KH – 05/03/2017

D. DATA PRESENTATION: PH – 05/03/2017

E. EMPLOYER SURVEY

A. DOWNTOWN  
RECOMMENDATIONS AND PLAN

## Winters Parking Committee Downtown Parking Report Recommendations

| Topic                                      | Lead Entity                             | Recommendations  |
|--|---|--|
| <i>Management Body</i>                     | Downtown Property Owners and Businesses | Establish a management body (i.e. BID) to serve as a "Winters Business Association" to plan and manage parking in collaboration with the City. Management body will be to coordinate funding from businesses, property owners, developers and to map and manage parking. The Association will coordinate the formation of a Downtown Assessment/Parking District to finance improvements.  |
| <i>Employee Parking</i>                    | Winters Business Association            | <ol style="list-style-type: none"> <li>1. Establish employee parking locations and protocols.</li> <li>2. Develop enforcement policies to impose graduated violation fees, which increase with the number of offences.</li> </ol>  |
| <i>Event, Overflow and Weekend Parking</i> | Winters Business Association            | <ol style="list-style-type: none"> <li>1. Establish remote parking locations at Winters High School (WHS and at suitable locations on other public and private parcels.</li> <li>2. Provide shuttle service connecting them to downtown venues. Formal agreements with WJUSD and other private parties should be established.</li> <li>3. Facilitate valet service and determine a designated valet lot.</li> <li>4. Facilitate shuttle services for peak season and event parking.</li> </ol> |
| <i>On-Street Striping</i>                  | City of Winters                         | <ol style="list-style-type: none"> <li>1. Establish a striping plan and annual budget to improve striping throughout the Winters Parking District within ¼ mile of Downtown.</li> <li>2. As the Downtown Master Plan develops, consideration should be given to diagonal on-</li> </ol>  |

| Topic                                   | Lead Entity                                  | Recommendations  |
|---|--|--|
|   |  | street parking which will provide more parking spaces closer to destinations (when compared to parallel parking).  |
| <b>Zoning and Development Standards</b> | City of Winters                              | <p>Adopt clear and strategic guiding principles as formal policies for the operation and management of public parking.</p> <p>Define minimum parking requirements for the Downtown.</p>                      |
|   | City of Winters                              | Require that all approved parking be made available to the public. This will encourage the sharing of the private parking supply. Private parking should still pay for public spaces through an in-lieu fee. |
|   | City of Winters                              | Clarify parking requirements for reciprocal uses with shared parking facilities. Clarifying this code section will make it easier for reciprocal uses to apply for a shared parking permit.                  |
|   | City of Winters                              | <del>Reduce minimum parking dimensions to reduce the space needed to provide parking, which makes the provided downtown parking more space efficient and cost feasible, when possible.</del>                 |
|   | City of Winters                              | On-site and remote parking: Make it easier to provide remote parking which will enable multiple uses to share parking facilities and reduce the total demand for parking spaces.                             |
|   |  |  |
| <b>Main Street</b>                      | Winters Police Dept                          | Enforce time limits.   |
|   | City of Winters/Winters Business Association | Improve lighting through implementation of a lighting plan in remote parking lots (Rotary Park, Railroad, Elliot/Abbey, etc.) and trim trees/hedges. Use City standards and consider LED lighting            |

| <b>Topic</b>                  | <b>Lead Entity</b>                | <b>Recommendations</b>   |
|-------------------------------|-----------------------------------|--|
| <i>Urban Design</i>           |                                   | as well as decorative designs.   |
|                               | City of Winters                   | Implement art and landscape where pedestrians will walk or gather.   |
|                               |                                   |  |
| <i>Signage and Wayfinding</i> | Winters Business Association      | Review existing signage and wayfinding to parking and businesses to determine effectiveness, ease of reading/understanding, consistency, etc. Signs should be easily read by motorists, pedestrians, and bicyclists.   |
|                               | Winters Business Association      | Implement end-user technologies, such as a mobile-responsive website or text-message maps, to enhance wayfinding in the Downtown,  |
|                               | Winters Business Association      | Explore the feasibility of implementing a variable message sign-based parking guidance system, in the Downtown from CR 89 (Railroad Avenue) and SR 128 (Grant Avenue).   |
|                               |                                   |  |
| <i>Bike Facilities</i>        | City/Winters Business Association | Install and maintain bike parking throughout the Downtown <ul style="list-style-type: none"> <li>a. Abbey Street west of Railroad Avenue</li> <li>b. Southeast and Northeast corners of Main Street / 1<sup>st</sup> Street Intersection</li> <li>c. Railroad Avenue north of Russell Street</li> <li>d. Main Street Village lot</li> <li>e. Community Center lot</li> </ul> |
|                               | City/Winters Business Association | Consider installing bike corrals, which replaces a single 22-foot parking space and can provide enough space for seven U-shaped racks (approximately 14 bike parking spaces).  |
|                               | City/Winters Business Association | Replace existing bike racks on Main Street in front of Steady Eddy's artistic bike racks.  |
|                               | City/Winters Business Association | Include requirements or incentives for showers and clothes lockers in new commercial developments to encourage bicycle commuting.  |

| <b>Topic</b>                 | <b>Lead Entity</b>                           | <b>Recommendations</b>  |
|------------------------------|--|---|
|                              | City/Winters Business Association            | Bike parking should be part of the overall parking supply at up to 10% of all parking spaces.   |
|                              | City/Winters Business Association            | Continuously monitor bike demand.   |
|                              | Winters Business Association                 | Establish a bike to car parking ratio.  |
|                              |  |   |
| <b>Pedestrian Facilities</b> | City of Winters                              | Repair existing sidewalks throughout the Downtown.  |
|                              |  | :   |
|                              | City of Winters                              | Install new sidewalk at the following locations<br>a. Abbey Street between 1 <sup>st</sup> Street and Railroad Avenue<br>b. Railroad Avenue south of Abbey Street   |
|                              | City of Winters                              | Install ADA compliant sidewalk and curb ramps throughout the City.  |
|                              | City of Winters                              | Consider restriping crosswalks at the following intersections:<br>a. Abbey Street / 1 <sup>st</sup> Street<br>b. Abbey Street / Railroad Avenue<br>c. Abbey Street / Elliott Street<br>d. Edwards Street / 1 <sup>st</sup> Street<br>e. Edwards Street / Railroad Avenue<br>f. Main Street / Elliott Street |
|                              | Winters Business Association/City of Winters | Use warning signs or barriers to discourage jaywalking.   |
|                              | City of Winters                              | Provide pedestrian crosswalks at all legs of downtown intersections.  |
|                              |  |   |
| <b>Employee Security</b>     | Winters Business Association                 | The Winters Business Association should evaluate and consider the hire a security firm for Downtown security, which is anticipated to provide security guards and video surveillance, if needed.  |
|                              |  |   |

| <b>Topic</b>                         | <b>Lead Entity</b>           | <b>Recommendations</b>  |
|--------------------------------------|------------------------------|---|
| <b>Accessible Parking</b>            | City of Winters              | A striping plan should be established for the Downtown area. ADA spaces should be installed and existing spaces should be re-striped where needed.  |
| <b>Loading and Unloading Zones</b>   | Winters Business Association | Loading and unloading zones, alley delivery locations, and time of day delivery management should be communicated to local businesses and restaurants.  |
| <b>Community Center Parking Lot</b>  | City of Winters              | To improve parking lot access and circulation in the area, a new driveway with entrance and signage should be installed on Railroad Avenue.   |
| <b>New and Expanded Parking Lots</b> | Winters Business Association | Establish a Winters Parking Assessment District, develop a financing plan for purchase and maintenance of new parking, conduct PD advisory vote, and conduct PD final vote. File assessment. Expand downtown parking lots, Winters High School lot (WHS), and develop parking agreements with various private property owners having suitable parcels.  |
| <b>New and Expanded Parking Lots</b> | City of Winters              | As new development is constructed and parking demand increases, additional parking spaces and solutions should be supplied. Review existing parking standards including re-evaluation of "shared parking" with review through the Winters Parking District Association and Planning Commission. Valet parking plan and remote lots will be established. |
| <b>Remote Parking Lots</b>           | Winters Business Association | Develop a plan (may include valet) and shuttle system for transportation to remote parking lot locations.   |
| <b>Parking Structure</b>             | Winters Business Association | In the future, develop a plan and financing program for the construction and maintenance of a   |

| <b>Topic</b>                                | <b>Lead Entity</b>                | <b>Recommendations</b>  |
|---|-----------------------------------|---|
|   |                                   | downtown parking structure. Advisory and final PD votes should be conducted and an assessment filed.  |
| <b>Future Facilities and Planning</b>       | City/Winters Business Association | New parking structures should not impede circulation flows in Downtown. During the site selection process, the greater locational impacts of parking structures on vehicular circulation should be considered. Ensure that new parking structure is easily found close to arterials and highly visible with well-designed signage that can enhance the image of Downtown. Surface retail parking in new parking configurations should be located facing stores. This allows for easier customer access to stores and better serves retailers. Existing service and delivery access can be maintained by creating loading zones. |
| <b>Paid Parking</b>                         | Winters Business Association      | (Not recommended at this time.)It is not recommended to implement paid parking. However, parking management and payment of in-lieu fees should support the parking management plans.  |
| <b>Financing Mechanism</b>                  | Winters Business Association      | Develop fees or an assessment district to fund recommended improvements and maintenance of parking through establishment of Downtown Parking District, developed financing plan, advisory and final PD votes, and filing of assessment.   |
| <b>Residential and Commercial Conflicts</b> | City of Winters                   | Issue parking permits, install signs in residential areas, establish parking zones, and assign timed parking an implementation plan, monitoring, and annual budget for maintenance.   |
| <b>Street Parking</b>                       | City of Winters                   | Implement enhanced enforcement of time limits where applicable.   |

| <b>Topic</b>                    | <b>Lead Entity</b>                | <b>Recommendations</b>   |
|---------------------------------|-----------------------------------|--|
| <b>Enforcement</b>              |                                   |  |
|                                 | City of Winters                   | Ensure that parking time limit enforcement restrictions are consistent with signage. |
|                                 | City of Winters                   | Increase fines to the legal limits.  |
|                                 |                                   |  |
| <b>Electric Vehicle Parking</b> | City/Winters Business Association | Implement electric vehicle charging stations.  |
|                                 |                                   |  |

## B. DATA SHEETS













|     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| MSV | 19 | 3XJ |
| MSV | 20 |     |     |     |     |     |     | 6LU |
| MSV | 21 |     |     |     |     |     | TUX |
| MSV | 22 |     |     |     |     |     | TUX |
| MSV | 23 | 5EA |
| MSV | 24 |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Zone III**

|    |    |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|-----|
| CC | 1  |     |     |     |     |     |     |     |     | 7TW | 7TW | 7TW | 7TW   |       |     |     |     | 6GU | 6GU |
| CC | 2  |     |     |     |     |     |     |     |     |     |     |     |       | 7KM   | 7KM | 7KM | 7KM | 7KM | 7KM |
| CC | 3  |     |     |     |     | 5AA   | 5AA   | 5AA | 5AA | 5AA | 5AA | 5AA |
| CC | 4  |     |     |     |     |     |     |     |     |     |     |     | VOLIC | VOLIC | 80  | 80  | 80  | 80  | 80  |
| CC | 5  |     |     | 6AM   | 6AM   | 6AM | 6AM | 6AM | 6AM | 6AM |
| CC | 6  |     |     |     |     |     |     |     |     |     |     |     | 6BX   | 6BX   | 6BX | 6BX | 6BX | 6BX | 6BX |
| CC | 7  | 2WR | 2WY | 2WY | 2WY | 2WY   |       |     |     |     |     |     |
| CC | 8  |     |     |     |     |     |     |     |     |     |     |     | 4SU   | 4SU   | 4SU | 4SU | 4SU | 4SU | 4SU |
| CC | 9  | 5VQ   | 5VQ   | 5VQ | 5VQ | 5VQ | 5VQ | 5VQ |
| CC | 10 |     |     |     |     | 7MU   | 7MU   | 7MU | 7MU | 7MU | 7MU | 7MU |
| CC | 11 | 7GS   | 7GS   | 7GS | 7GS | 7GS | 7GS | 7GS |
| CC | 12 |     |     |     |     |     |     | 7F2 | 7F2 | 7F2 | 7F2 | 7F2 | 7F2   |       |     |     |     |     |     |
| CC | 13 |     |     |     |     |     |     |     |     |     |     |     |       | DDU   | DDU | DDU | DDU | DDU | DDU |
| CC | 14 |     |     |     |     |     |     |     |     |     |     |     |       | 334   | 334 | 334 | 334 | 334 | 334 |
| CC | 15 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 16 |     |     |     |     |     |     | 75F | 75F | 75F | 75F | 75F | 75F   | 75F   | 75F | 75F | 75F | 75F | 75F |
| CC | 17 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 18 |     |     |     |     |     |     |     |     |     |     |     | 6YP   | 6YP   | 6YP | 6YP | 6YP | 6YP | 6YP |
| CC | 19 |     |     |     |     |     |     |     |     |     |     |     |       | 6YP   | 6YP | 6YP | 6YP | 6YP | 6YP |
| CC | 20 |     |     |     |     |     |     |     |     |     |     |     |       | 5FF   | 5FF | 5FF | 5FF | 5FF | 5FF |
| CC | 21 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 22 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 23 |     |     |     |     |     |     |     |     |     |     |     |       | 6GM   | 6GM | 6GM | 6GM | 6GM | 6GM |
| CC | 24 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 25 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     | 5HJ | 5HJ |
| CC | 26 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 27 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 28 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 29 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 30 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 31 |     |     |     |     |     |     |     |     |     |     |     | 550   |       |     |     | 5YH | 5YH | 5YH |
| CC | 32 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     | 6ZE | 6ZE | 6ZE |
| CC | 33 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 34 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 35 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     |     |     |
| CC | 36 |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |     | 708 | 708 |
| CC | 37 |     |     |     |     |     |     |     |     |     |     |     | 81    | 81    |     |     |     |     |     |











|     |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|-----|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 6XB | 6XB | 6XB | 6XB | 6XB | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   | 6XB   |
| 111 |     |     | 7Y5 | 7Y5 | 7Y5   | 7Y5   | 7C1   |       |       | 7RR   |       | 7T7   |       |       |       |       | 2VN   | 2VN   | 5UF   | 826   | 826   |
| MAS | MAS | 917 | 917 | 917 | 917   | 917   | 917   | 917   | 917   | 917   | 917   | 917   | 917   | 917   | 917   | 917   |       |       | 825   | 825   | 6T3   |
| 8W8 | 6HP | 6HP | 6HP | 6HP | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   | 6HP   |
| 7RO | 7RO | 7RO | 7RO | 7RO | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   | 7RO   |
| 6PV | 6PV | 6PV | 6PV | 6PV | 6PV   | 6PV   | 6PV   |       |       |       |       | 5E4   | 5E5   | 5E6   | 5E7   | 5E8   | 5E4   |       | NEW   | NEW   | NEW   |
| 7BO | 7BO | 7SZ | 7SZ | 5SZ |       | 7SV   |       | 7HG   |
| 614 | SZZ | SZZ | SZZ | SZZ | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   | SZZ   |
| AD6 | AD6 | AD6 | AD6 | AD6 | UHAUL |
|     | 8W8 | 8W8 | 8W8 | 8W8 | 8W8   | 8W8   | 8W8   | 8W8   | 8W8   | 8W8   | 8W8   | 8W8   | 8W8   | 8W9   | 8W10  | 8W11  | 8W12  | 8W8   | 8W8   | 8W8   | 8W8   |
| 7HG |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 7E5   | 7E5   | 7E5   |
| 6WC | 6WC | 6WC | 6WC | 6WC | 6WC   | 144   | 7HB   |       |       |       |       |       |       |       |       | 5NX   | 5NX   | 5NX   | 5NX   | 5NX   | 5NX   |
| 2CS |     | 8R5 | 8R5 | 8R5 | 8R5   | 8R5   | 8R5   |       | 6WC   |
| 6ZN |     |     | 1RO |     |       |       | 6ZN   |       |       |       |       |       |       |       |       |       | 957   | 758   | 758   |       |       |
|     |     |     |     |     |       |       |       | 5R6   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 6RD |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | NEW   | NEW   |
| 6NY |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| TYL |     |     | 6PI | 6PI |       | 145   |       |       |       |       |       |       |       |       |       |       |       |       |       | 7DC   |       |
| 7SA | 7RP | 7RP |     |     |       | 5XG   |       |       |       |       |       |       | 8W6   | 8W7   | 8W8   | 8W9   | 8W10  | 8W6   |       |       |       |
| 8F3 | 8F3 | 8F3 | 8F3 | 8F3 | 8F3   | 8F3   | 8F3   | 8F3   | 8F3   | 8F3   | 8F3   | 8F3   | 8F3   | 8F4   | 8F5   | 8F6   | 8F7   | 8F3   |       | 725   |       |
| 75  |     |     |     |     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 6XP   | 6XP   |
| 7BC |     |     |     |     |       |       | 6F2   | 6F2   | 6C9   |       | 6KG   | 55D   |       |       |       |       |       |       | 7NN   | 4RV   |       |
| 6KG |     | 17P | 6KP | 6KP | 6XP   | 6XP   | 6XP   | 6XP   | 6KP   | 6KP   |       |       |       |       |       |       |       |       |       |       | 5M3   |
| 7GV | 7GW | 7GW | 7GW | 7GW | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   | 7GW   |
| 6YS | 6YS | 6YS | 6YS | 6YS | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   | 6YS   |
| 7R6 | 7R6 | 7R6 | 7R6 | 7R6 | 7R6   | 7R6   | 7R6   | 7R6   | 7R6   | 7R6   | 7R6   | 7R6   | 7R7   | 7R8   | 7RA   |
| 6G8 | 6DL | 6DL | 7VD |     | 6DL   |       | 7UN   | 7J5   | 7J5   | 7J5   | 5XT   | 3UD   |
| 6NA | 6NA | 6NA | 6NA | 6NA | 6NA   | 6NA   |       | 355   | 355   | 274   |       |       |       |       | 6NG   |
| 410 | 8W9 | 8W9 | 7VI | 7VI | 8W9   | 7GC   |       | 4F5   | 4F5   | 4F5   | 4F5   |       |       |       |       |       |       | 4V3   | FIT   | 6HW   | 6HW   |
| 4RG | 6NC | 6NC | 7TS |     |       | 7TS   |       | 7TV   | 7TV   | 7TV   | 7TV   | 7D5   |       |       |       |       |       | 5MZ   | 5MZ   | 5MZ   | 5MZ   |
| 5FY | 7VO | 7VO | 7VO | 7VO | 7VO   | 7VO   |       | 7TS   |       |       |       | DL5   | 7JB   |
|     |     |     | CC  | CC  | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    | CC    |
| 913 | 559 | 559 | 4XO | 67C | 673   | 6HK   | 6HK   | 5RO   |       |       |       | 294   | 295   | 296   | 297   | 298   | 294   |       | 6HC   | 6HC   | 4WX   |
| 5ZO |     |     | 67C | 67C | 673   | 6HK   | 6HK   | 48G   |
| 4BG | 4BG | 4BG | 4BG | 157 |       |       |       | 48G   |
| 7HS | 7HS | 7HS | 7HS | 7HS | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   | 7HS   |
| 3PR | 3PR | 3PR | 3PR | 3PR | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   | 3PR   |
| 950 | 950 | 950 | 950 | 950 | 950   | 950   | 950   | 950   | 950   | 950   | 950   | 950   | 950   | 951   | 952   | 953   | 954   | 950   | 950   | 950   | 950   |



















|      | License |      |      |      | License |      |      |      | License |      |      |      | License |      |      |      | License |      |      |
|------|---------|------|------|------|---------|------|------|------|---------|------|------|------|---------|------|------|------|---------|------|------|
| 5:00 | 5:15    | 5:30 | 5:45 | 6:00 | 6:15    | 6:30 | 6:45 | 7:00 | 7:15    | 7:30 | 7:45 | 8:00 | 8:15    | 8:30 | 8:45 | 9:00 | 9:15    | 9:30 | 9:45 |
| 78G  | 727     | 65A  | 6YB  | 6YB  | 6YB     | 6YB  | 6YB  |
| 7MI  | 5UI     | 5UI  | NEW  | NEW  | NEW     | NEW  | NEW  | NEW  | CMC     | CMC  | CMC  | CMC  | CMC     | CMC  | CMC  | CMC  | CMC     | CMC  | CMC  |
| 5GE  | 5GE     | 5GE  | 5GE  | 5GE  | 5GE     | 4G4  | 7EY  | 7EY  | 7EY     | 7EY  | 7EY  | 7EY  | 7EY     | 7EY  | 7EY  | 7EY  | 7EY     | 7EY  | 7EY  |
| 6AT  | 926     | 926  | 926  | 926  | 926     | 926  | 926  | 926  | 686     | 686  | 686  | 686  | 686     | 686  | 686  | 686  | 686     | 686  | 686  |
| 7GY  | 6XB     | 6XB  | 6XB  | 6XB  | 6XB     | 6XB  | 6XB  | SVN  | SVN     | SVN  | SVN  | SVN  | SVN     | SVN  | SVN  | SVN  | SVN     | SVN  | SVN  |
|      | 765     | 5MF  | 5MF  | 5MF  | 5MF     | 7PF  | 7PF  | 7PF  | JNI     | JNI  | JNI  | JNI  | JNI     | JNI  | JNI  | JNI  | JNI     | JNI  | JNI  |
|      |         | 8K6  | NEW  | 7UN  | 7UN     | 7UN  | 7UN  |
| 854  | 854     | 854  | 854  | 854  | 854     | 854  | 854  | 854  | 854     | 854  | 854  | 854  | 854     | 854  | 854  | 854  | 854     | 854  | 854  |
| 4FR  | 4FR     | 4FR  | 4FR  |
| 7NF  | 7NF     | 7NF  | 6ME  | 6ME  | 6ME     | 6ME  | 6ME  |
| 6W8  | 7GG     | 7GG  | 7GG  | 7GG  | 7GG     | 7GG  | 7GG  |
| 6RL  | 6RL     | 6RL  | 6RL  |
| 7LX  | 7LX     | 7LX  | 7LX  | 7LX  | 7LX     | 7LX  | 7LX  | 3TB  | 3TB     | 3TB  | 3TB  | 3TB  | 3TB     | 3TB  | 3TB  | 3TB  | 3TB     | 3TB  | 3TB  |
| 7EY  | 4WE     | 4WE  | 4WE  | 4WE  | 4WE     | 4WE  | 4WE  | 7TK  | 7TK     | 7TK  | 7TK  | 7TK  | 7TK     | 7TK  | 7TK  | 7TK  | 7TK     | 7TK  | 7TK  |
| NEW  | NEW     | NEW  | NEW  | NEW  | NEW     | 6MI  | 6MI  | 6MI  | 6MI     | 6MI  | 6MI  | 6MI  | 6MI     | 6MI  | 6MI  | 6MI  | 6MI     | 6MI  | 6MI  |
| 6YG  | 6YG     | 6YG  | 6YG  | 6YG  | 6YG     | 6YG  | 6YG  | 880  | 880     | 880  | 880  | 880  | 880     | 880  | 880  | 880  | 880     | 880  | 880  |
| 5ZW  | 5ZW     | 5ZW  | 5ZW  |
| 6ZF  | 6ZF     | 6ZF  | 6ZF  |
|      | 7DW     | 7DW  |      |      |         |      |      |      | 6PV     | 6PV  | 6PV  | 6PV  | 6PV     | 6PV  | 6PV  | 6PV  | 6PV     | 6PV  | 6PV  |
|      | 131     | 131  | 131  | 131  |         |      |      | 3MD  | 3MD     | 3MD  | 3MD  | 3MD  | 3MD     | 3MD  | 3MD  | 3MD  | 3MD     | 3MD  | 3MD  |
| 6ME  | 6ME     | 6ME  | 6ME  | 6ME  | 7BX     | 7BX  | 7BX  | 7BX  | 7BX     | 7BX  | 7BX  | 7BX  | 7BX     | 7BX  | 7BX  | 7BX  | 7BX     | 7BX  | 7BX  |
| CYB  | CYB     | CYB  | CYB  |
| 780  | 780     | 780  | 6UZ  | 6UZ  | 6UZ     | 6UZ  | 6UZ  |
| 4WD  | 4WD     | 4WD  | 4WD  | 4WD  | 801     | 801  | 801  | 801  | 801     | 801  | 801  | 801  | 801     | 801  | 801  | 801  | 801     | 801  | 801  |
| 6UX  | 6UX     | 6UX  | 6UX  | 6UX  | NEW     | NEW  | NEW  | ALE  | ALE     | ALE  | ALE  | ALE  | ALE     | ALE  | ALE  | ALE  | ALE     | ALE  | ALE  |
|      | 6Y8     | 858  | 858  | 858  | 858     | 858  | 858  | 858  | 858     | 858  | 858  | 858  | 858     | 858  | 858  | 858  | 858     | 858  | 858  |
| 6TN  | 6TN     | 6TN  | 5YF  | 5YF  | 5YF     | 5YF  | 5YF  | 7SL  | 7SL     | 7SL  | 7KB  | 7KB  | 7KB     | 7KB  | 7KB  | 7KB  | 7KB     | 7KB  | 7KB  |
| 7MN  | 7MN     | 5CS  | 5CS  | 5CS  | NEW     | NEW  | NEW  | 6RR  | 6RR     | 6RR  | 6RR  | 6RR  | 6RR     | 6RR  | 6RR  | 6RR  | 6RR     | 6RR  | 6RR  |
| 55N  | 55N     | 55N  | 55N  | 55N  | 6NQ     | 6NQ  | 6NQ  | 6NQ  | 6NQ     | 6NQ  | 6NQ  | 6NQ  | 6NQ     | 6NQ  | 6NQ  | 6NQ  | 6NQ     | 6NQ  | 6NQ  |
| 5RY  | 5RY     | 6RT  |      |      | 7MK     | 7MK  | 7MK  | HAN  | HAN     | HAN  | HAN  | HAN  | HAN     | HAN  | HAN  | HAN  | HAN     | HAN  | HAN  |
| 68I  | 757     | NEW  | NEW  | NEW  | NEW     | NEW  | NEW  | AJT  | AJT     | 7HJ  | 7HJ  | 7HJ  | 7HJ     | 7HJ  | 7HJ  | 7HJ  | 7HJ     | 7HJ  | 7HJ  |
| 7UK  | 8M9     |      | 6D2  |      | 7SV     | 6GT  | 6GT  | 6GT  | 6GT     | 6GT  | 6GT  | 6GT  | 6GT     | 6GT  | 6GT  | 6GT  | 6GT     | 6GT  | 6GT  |
| 3LG  | NEW     | NEW  | NEW  | NEW  | 8W9     | 8W9  | 8W9  | 8W9  | 6HZ     | 6HZ  | 6HZ  | 6HZ  | 6HZ     | 6HZ  | 6HZ  | 6HZ  | 6HZ     | 6HZ  | 6HZ  |
| 6VC  | 6VC     | AAA  | AAA  | AAA  | DHZ     | DHZ  | DHZ  | DHZ  | DHZ     | DHZ  | DHZ  | DHZ  | DHZ     | DHZ  | DHZ  | DHZ  | DHZ     | DHZ  | DHZ  |
| 7N7  | 3TY     | NEW  | NEW  | NEW  | 6T5     | 6T5  | 6T5  | 6T5  | 6T5     | 6T5  | 6AR  | 6AR  | 6AR     | 6AR  | 6AR  | 6AR  | 6AR     | 6AR  | 6AR  |
| 55R  | 55R     | 55R  | 55R  | 55R  | 55R     | 55R  | 55R  | 55R  | 6V6     | 6V6  | 6V6  | 6V6  | 6V6     | 6V6  | 6V6  | 6V6  | 6V6     | 6V6  | 6V6  |
| 5LJ  | 8L5     | 184  | 7NQ  | 7NO  | 7NO     | 7NO  | 7NO  | 5XU  | 5XU     | 5XU  | 5XU  | 5XU  | 5XU     | 5XU  | 5XU  | 5XU  | 5XU     | 5XU  | 5XU  |
| 6EE  | 2UP     |      | 7PQ  | 7PQ  | 7PQ     | 7PQ  | 7PQ  | 7PQ  | 885     | 6YC  | 6YC  | 6YC  | 6YC     | 6YC  | 6YC  | 6YC  | 6YC     | 6YC  | 6YC  |
| 5FF  |         |      | 8Z7  | 8Z7  | 8Z7     | 8Z7  | 8Z7  | 8Z7  | 6TC     | 6TC  | 6TC  | 6TC  | 6TC     | 6TC  | 6TC  | 6TC  | 6TC     | 6TC  | 6TC  |
| 4X3  | 4X3     | 4X3  | 4X3  | 560  | 560     | 560  | 560  | 560  | 6YW     | 6YW  | 6YW  | 6YW  | 6YW     | 6YW  | 6YW  | 6YW  | 6YW     | 6YW  | 6YW  |
| 6HQ  | 4VO     | 6UZ  |      | 6YO  | 55J     | 6CD  | 6CD  |      | 6FE     | 77   | 77   | 77   | 77      | 77   | 77   | 77   | 77      | 77   | 77   |
|      |         |      | 4XH  | 6DX  | 6RD     | 65G  | 6KK  |      |         |      |      | 5BJ  |         | 5UC  |      |      |         |      |      |
| 7N2  |         |      |      |      |         |      |      |      |         |      |      |      |         |      |      |      |         |      |      |
| 808  | NEW     | 5WH  | 43O  |      |         | 87   | 87   |      |         | 7EY  | 7EY  | 7EY  |         | LAS  |      | LAS  |         |      |      |





















C. OVERVIEW  
PRESENTATION – KH  
05/3/2017

# Winters Downtown Parking Public Meeting



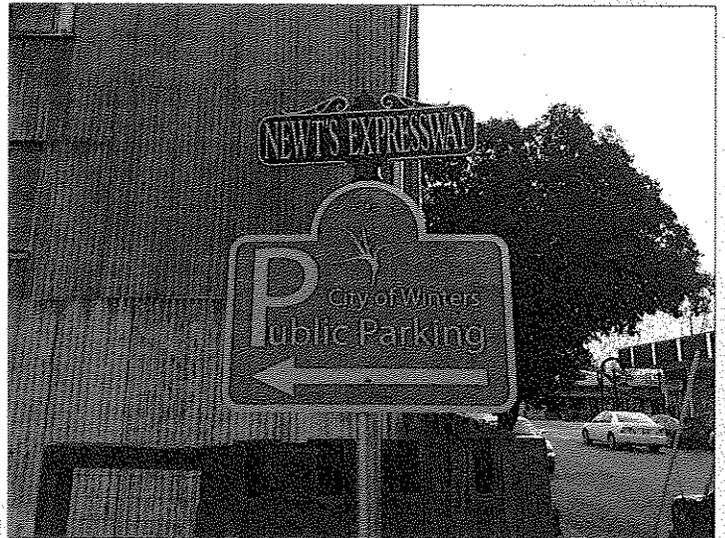
05/03/2017

# Introductions

- John Donlevy
- Parking Committee
- Peter Hunter
- Jake Mirabella
- Frederik Venter

# Agenda for Today

- Parking 101
- Background to Study
- Parking Study Data
- Public Survey
- Open Forum
- Next Steps



# Parking 101



- When does it work, when does it not work?
- What are some industry standards?

## Parking jargon

- Supply = # of striped parking spaces
- Turnover = Car #1 parks and leaves, then Car #2 parks and leaves; Turnover is 2
- Occupancy (%) = percentage of occupied spaces averaged over the surveyed period of time (8:00am – 4:00pm)



# **Parking Generation**

- Empirically determined at similar land use types – ITE Manual
- Average and peak data
- Urban Land Institute
- City Code / Requirements

# **Parking Generation versus Trip Generation**

- Buckhorn Steakhouse
  - 2 to 3 trips per 3 seats per hour
  - 1 parking space per 3 seats
- Gas Station
  - 60 trips per pump per hour
  - 6 parking spaces

# Parking Standards

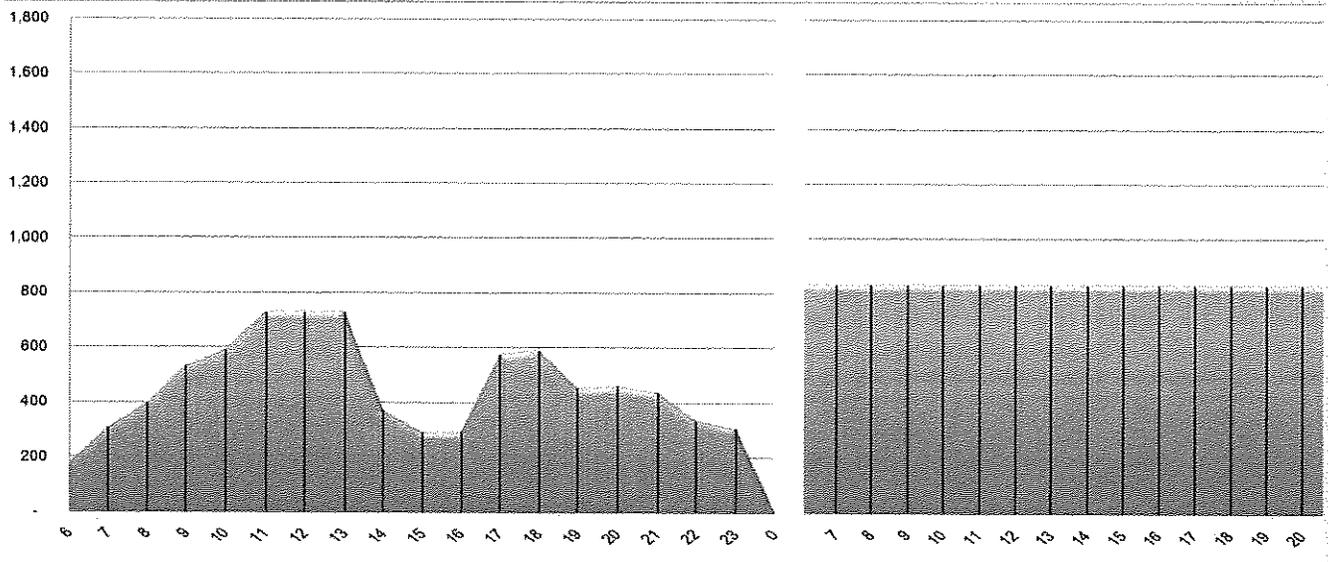
| Use        | City Code     | ITE Weekday      | ITE weekend      |
|------------|---------------|------------------|------------------|
| Hotel      | 1 per room    | 0.89 per room    | 1.2 per room     |
| Office     | 1 per 250 SF  | 0.71 per 250 SF  | 0                |
| Restaurant | 1 per 3 seats | 1.44 per 3 seats | 1.41 per 3 seats |

# Restaurant

Restaurant (150k SF):

Real Demand

Unshared Supply

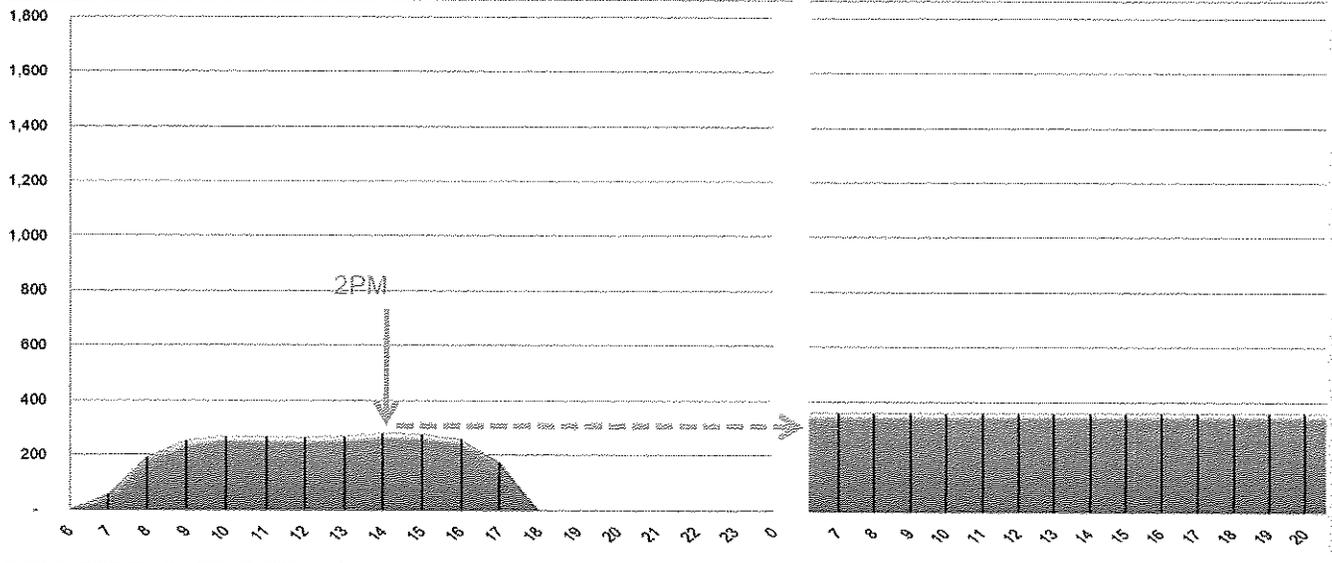


# Office

Office (150k SF):

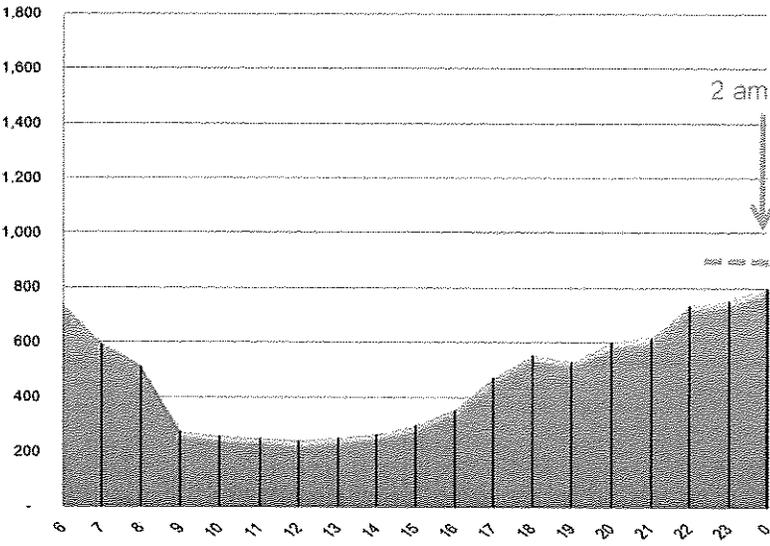
Real Demand

Unshared Supply

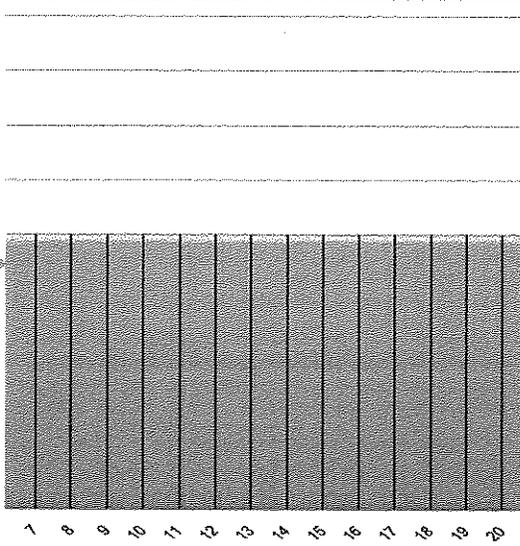


# Residential

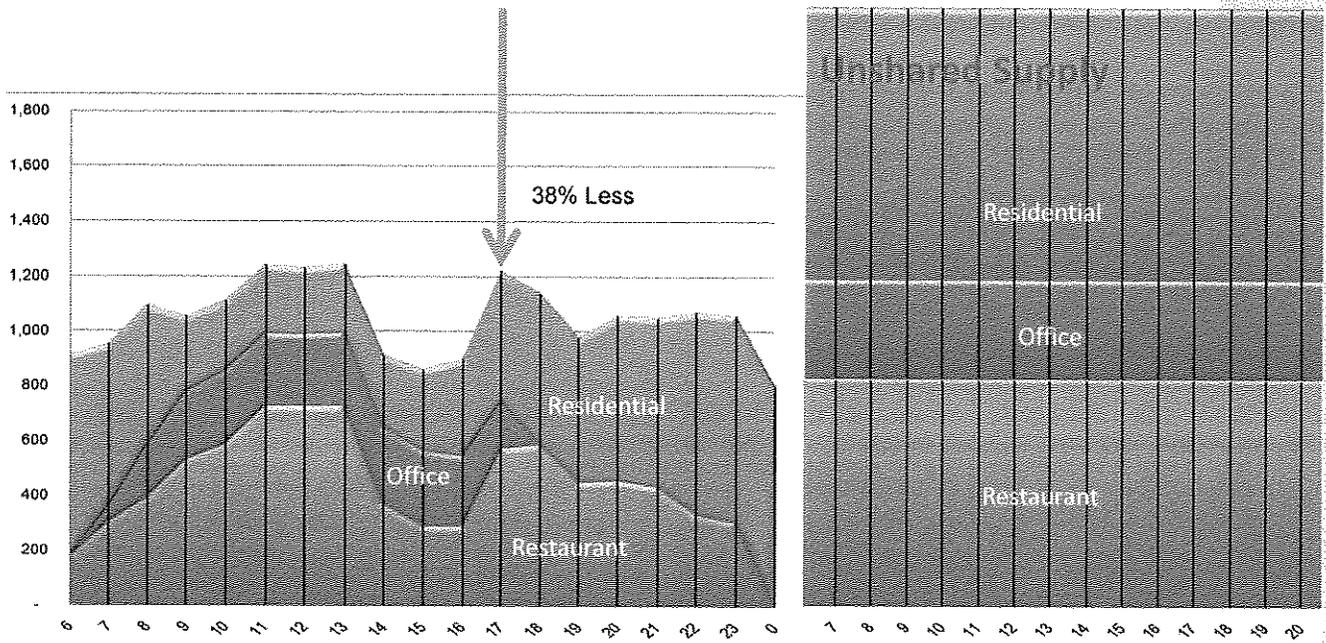
Residential (1000 units):  
Real Demand



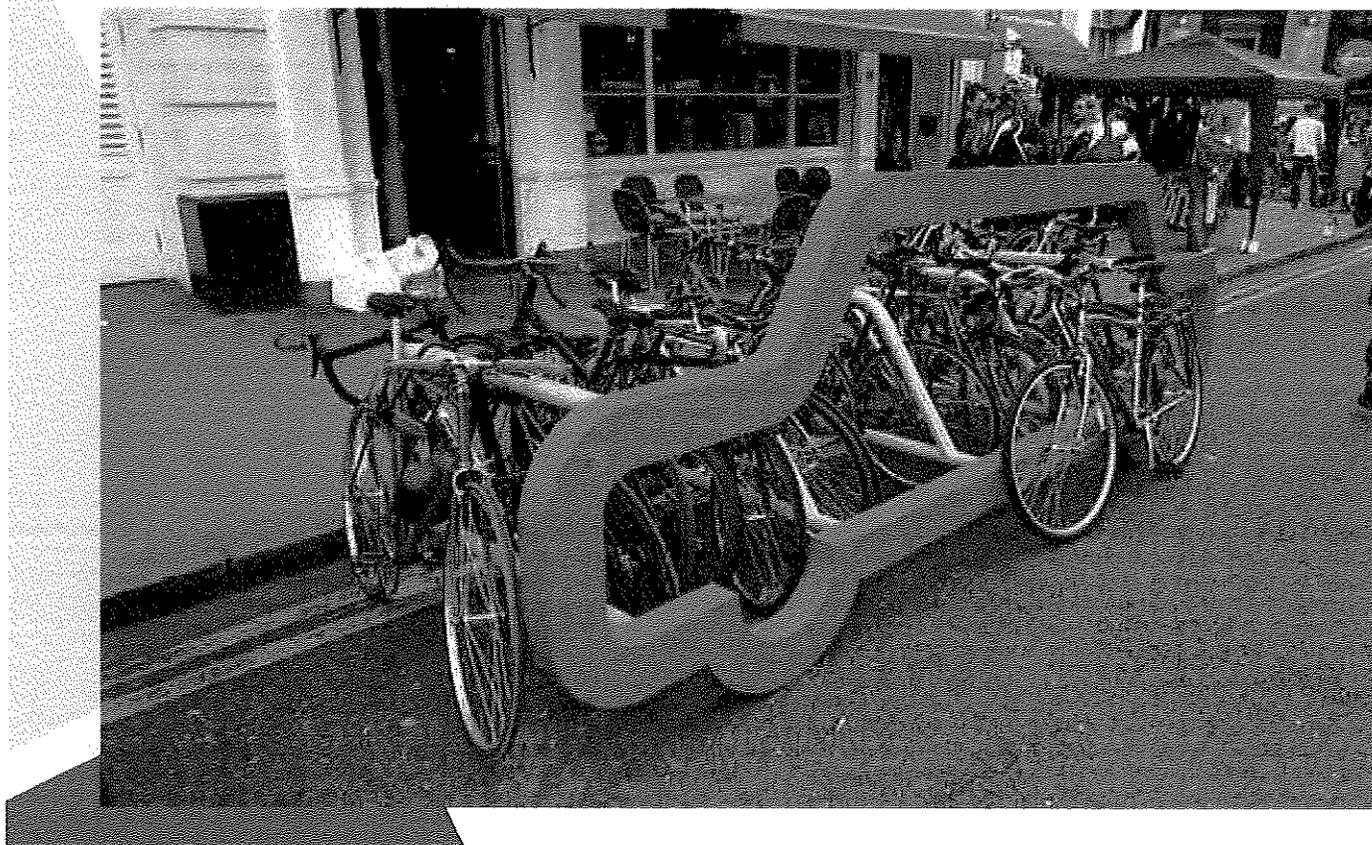
Unshared Supply



# Shared Uses: Real Demand



# Bicycle parking standards



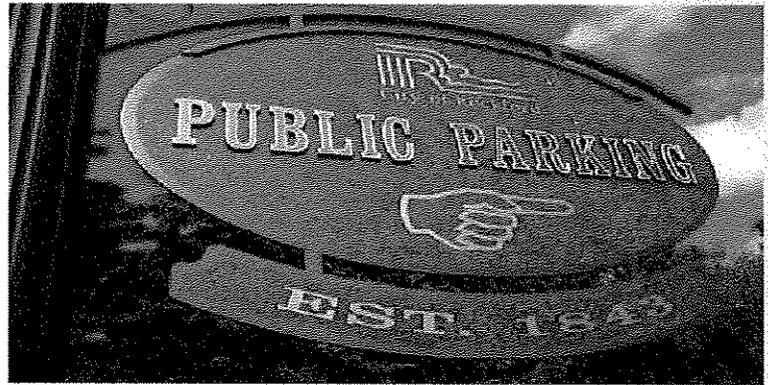
# When is parking demand exceeding capacity?



# Time limits and Metering



# Improve Wayfinding and Information



# Improve Parking Design Before



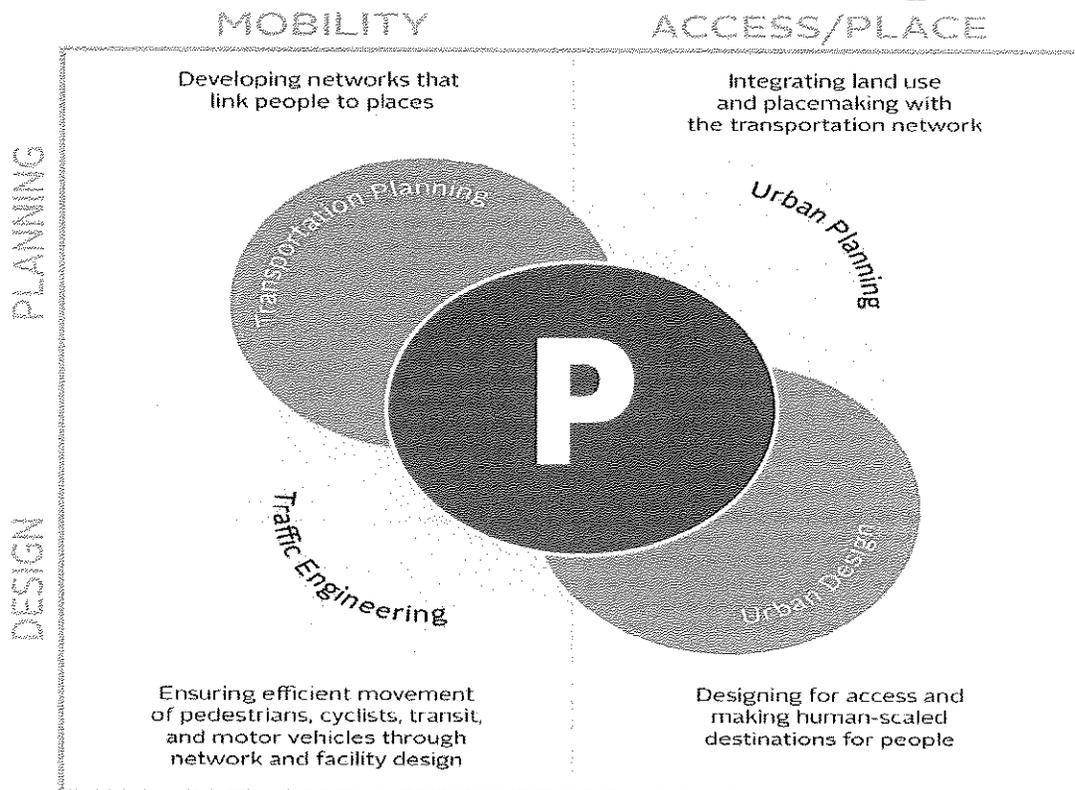
# Improve Parking Design After



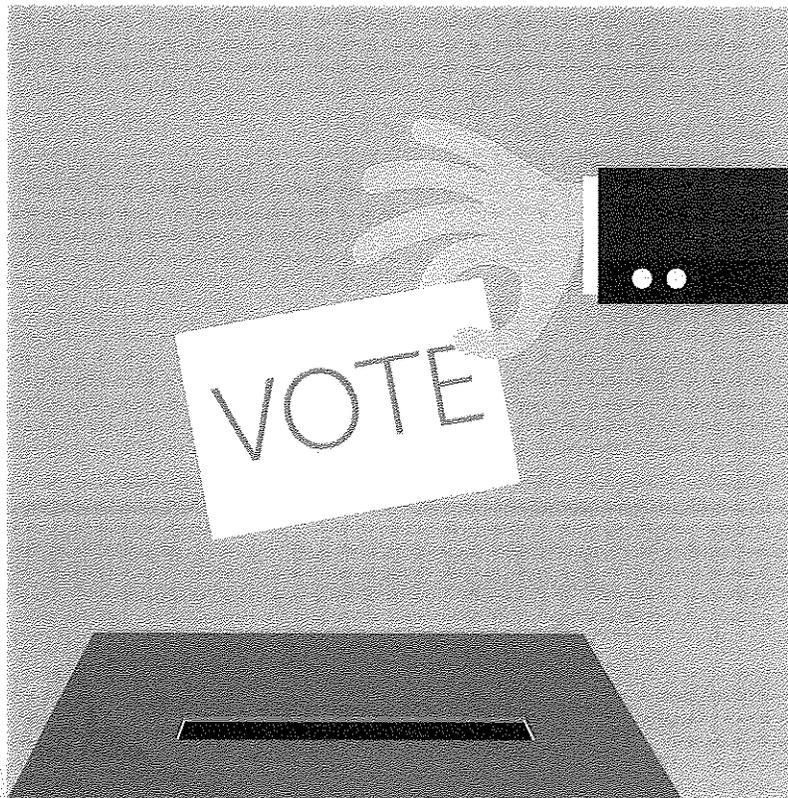
# **Enforcement**

- Time limits
- Neighborhood intrusion
- Potential Income source

# Parking Policy Should be Approach Holistically



# Public Survey



# **Background to Study (John)**

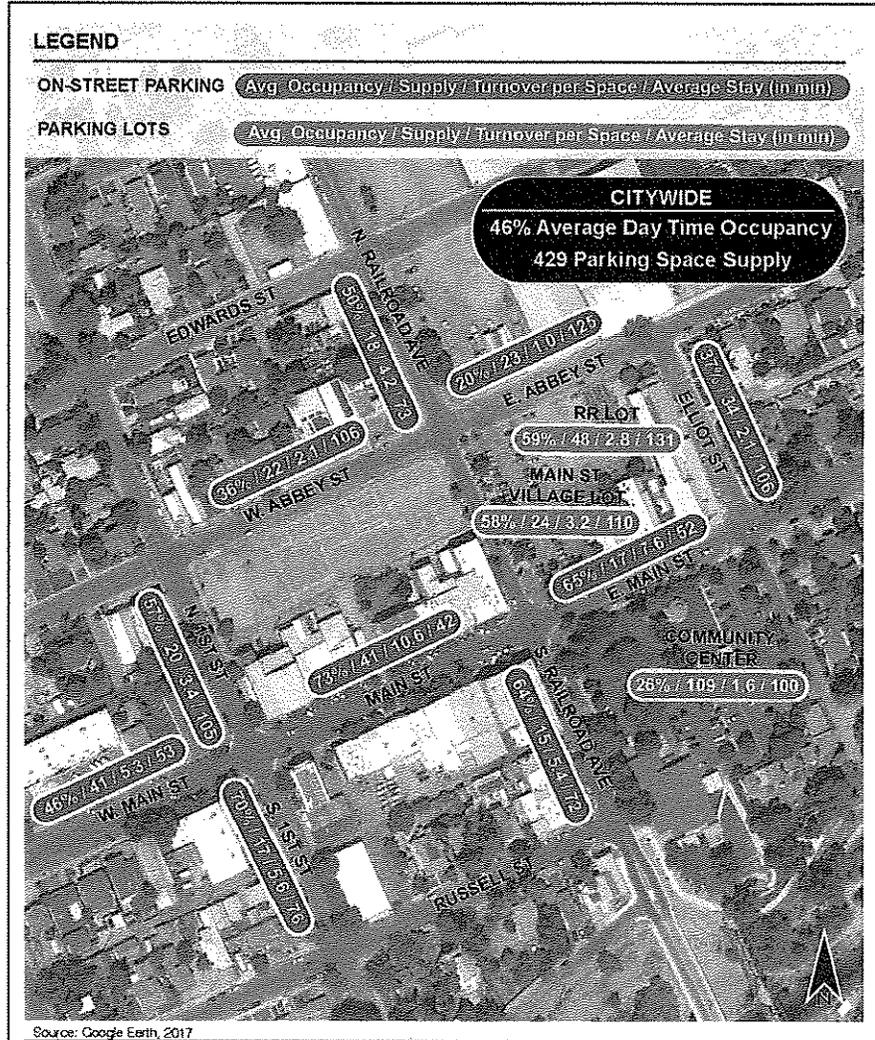
# **Parking Study Data (Peter/KHA)**

# Data Analysis – Morning & Afternoon

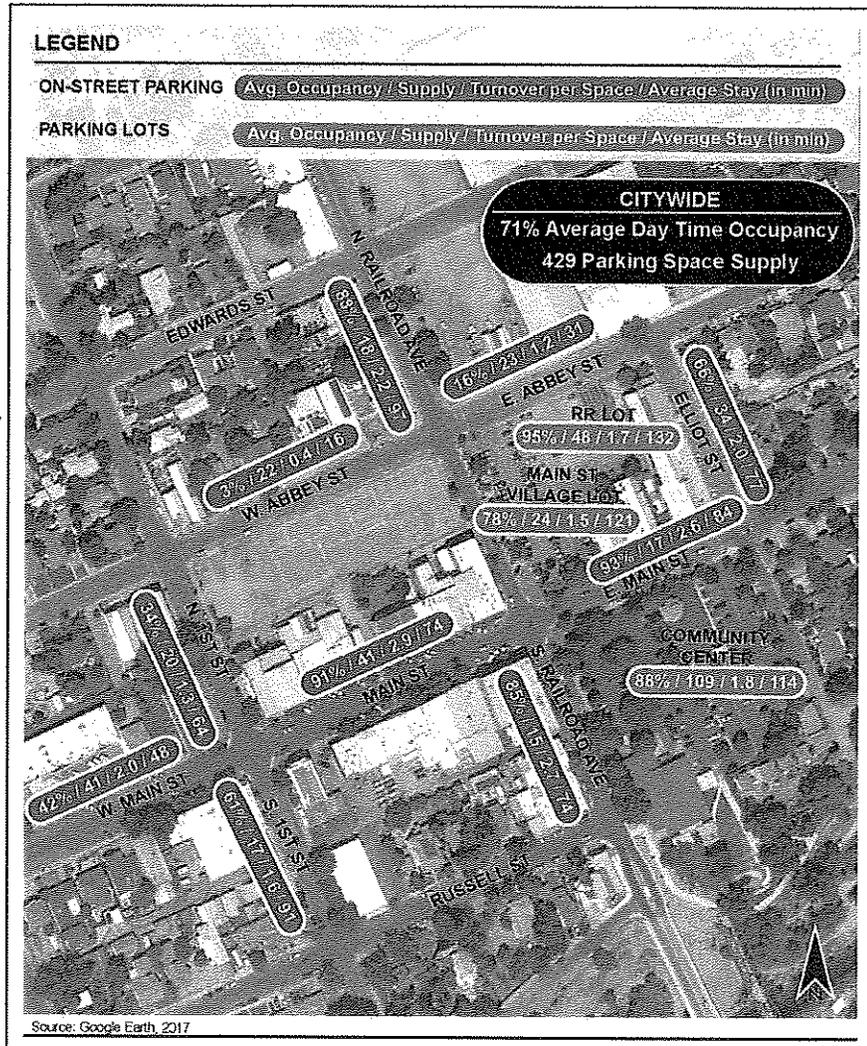
- December 2, 2016
  - Friday – 7 AM to 5 PM
  - Friday – 5 PM to 9 PM



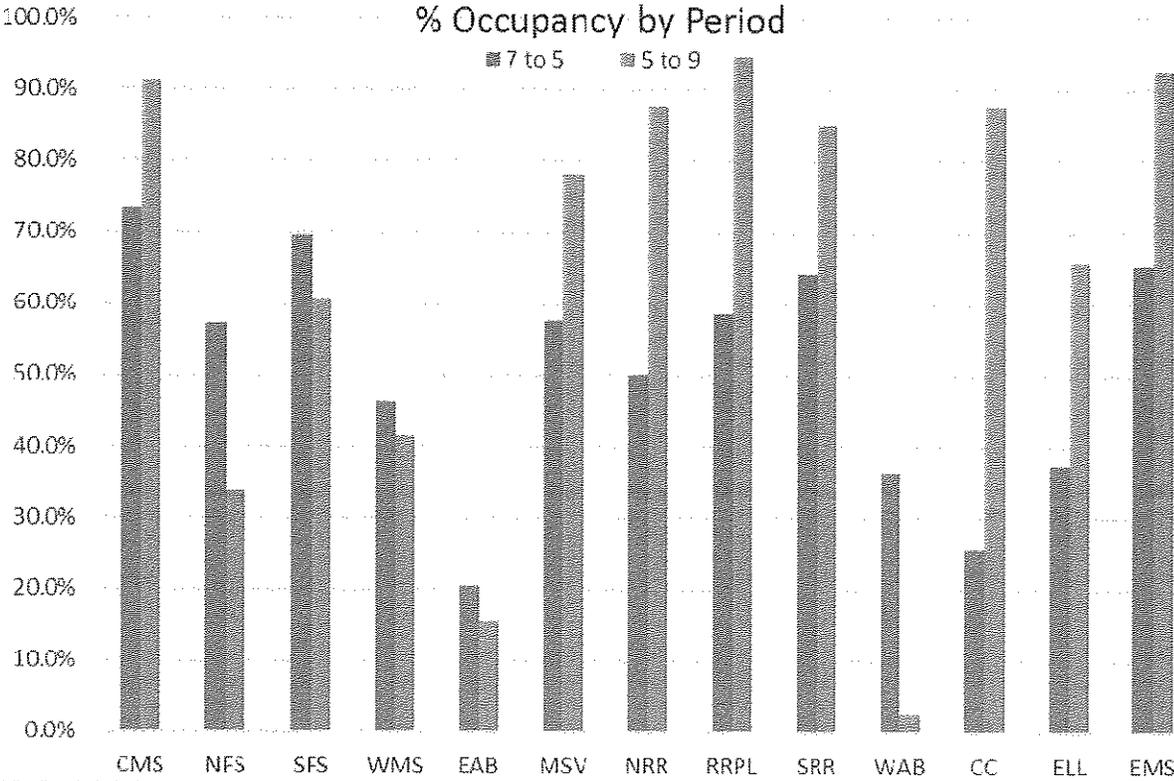
# December 7am-5pm



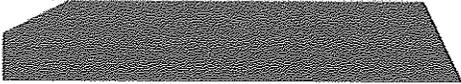
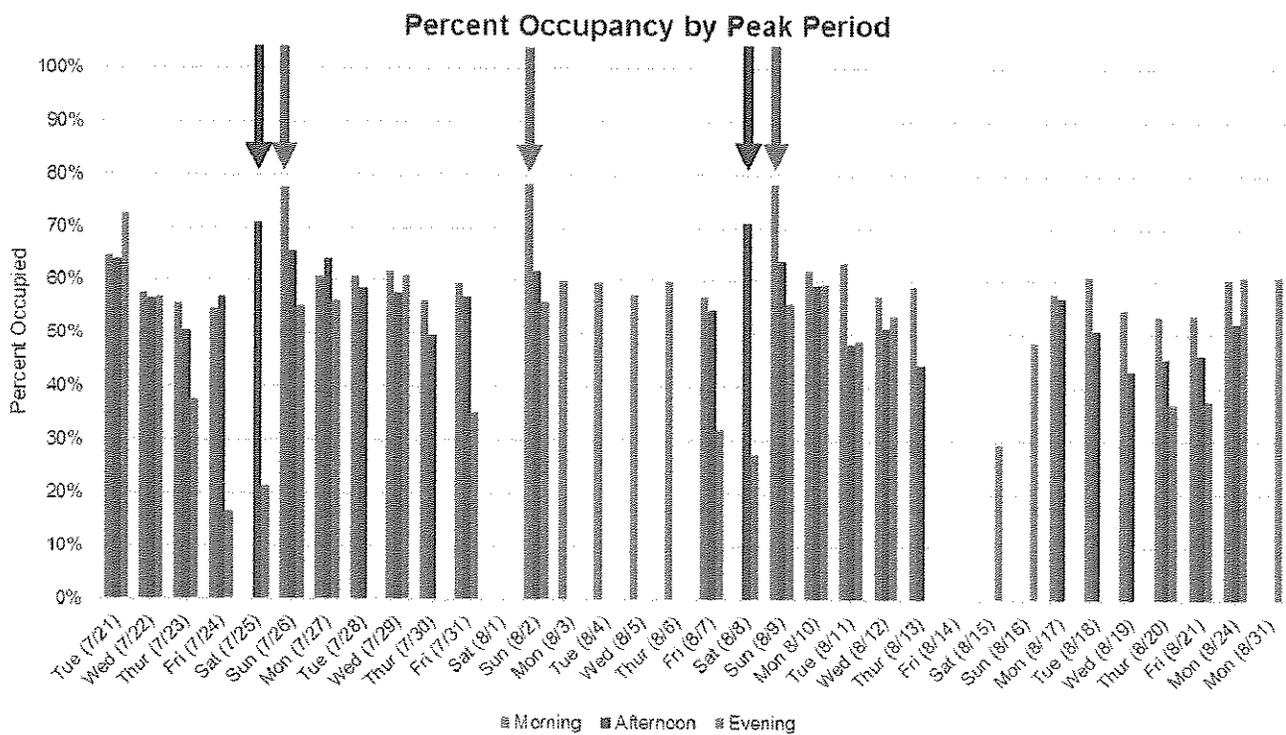
# December 5pm-9pm



# Occupancy by Period & Lot Comparison



# August Data – Occupancy by Day



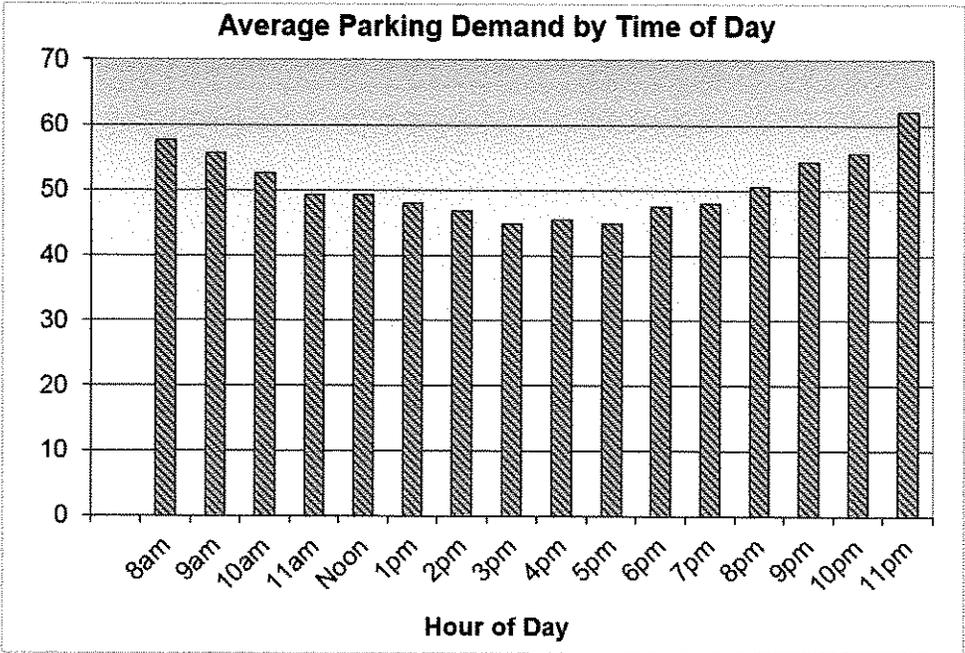
# Citywide Comparison – August & December

- **December 2016 - Friday**
  - 7am-5pm - 46% daytime Occupancy
  - 5pm-9pm - 71% evening occupancy
- **August 2016 – Monday thru Friday**
  - 10am-4pm - 53% daytime occupancy
  - 8pm – 54% evening occupancy
- **August 2016 – Saturday thru Sunday**
  - 10am-4pm – 76% daytime occupancy
  - 8pm – 42% evening occupancy

# Parking Impact of the Hotel

Hotel (72 rooms and restaurant):

Parking Demand: 58 parking spaces during daytime and 62 space during nighttime



\*estimated using ITE and ULI

# Parking Impact of the Hotel

| Land Use                              | Daytime Demand      | Fri Evening Demand,<br>also Saturday Midday in<br>August 2016 |
|---------------------------------------|---------------------|---|
| Existing Uses<br>Daytime              | 197 (46% occupancy) | 302 (70% occupancy)   |
| Hotel (72 rooms<br>and restaurant)*   | 58                  | 62  |
| OR Events @<br>2.5 persons per<br>car | 100                 | 100   |
| Future Demand<br>with Hotel           | 255 (59%)           | 364 (85%)   |
| OR Future with<br>Events              | 297 (69%)           | 402 (94%)   |

\*estimated using  
ITE and ULI

# Open Parking Discussion!!

- What is working for residents' parking needs in Downtown Winters?
- What is not working for residents and parking needs in Winters?
- What do you think the needs are of visitors to Downtown Winters?
- What improvements do you want to see?
- Who should pay for these improvements and how?

# Next Steps

D. DATA PRESENTATION –  
PH 05/3/2017

# WINTERS PARKING DATA COLLECTION

*Prelude to a Parking Solution*

Winters Parking Committee

Chris Krawczyk, Gina Marzighi, Sandy Wickery,  
Peter Hunter (and many others)

## Background

- Volunteer committee formed July 2015
- Sparked by concern over parking impacts of new development projects
- Met bi-weekly for 6 months
  
- Goals included:
  - Identifying parking issues
  - Collecting data
  - Proposing solutions

## Identified Issues

- Increased economic activity has led to increased parking demand (good!)
- High parking demand generally limited to Thurs-Sun
- Existing parking inventory not used efficiently
- Employees often occupying potential customer spaces
- New economic development (Hotel, PG&E facility) will likely increase parking pressure
- Overflow parking adversely impacts adjoining residential areas

## The Committee's Work

- Gather data to understand and quantify the issues
  - Snapshot parking surveys
  - Business owner survey
  - Intensive 1 day parking survey
- Select a consultant to use this data and work with stakeholders to create a parking plan

## Snapshot parking surveys

- Confirmed Thurs-Sun evenings were most impacted times
- Main street, Railroad and the City lots nearly at capacity
- Residential areas impacted

## Business Owner's Survey

- About a 90% response rate.
- Highlighted impacts of employees

|          | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|----------|--------|---------|-----------|----------|--------|----------|--------|
| 12am-6am | 29     | 28      | 28        | 28       | 28     | 7        | 7      |
| 6am-9am  | 92     | 93      | 92        | 90       | 91     | 29       | 22     |
| 9am-12pm | 135    | 140     | 138       | 137      | 135    | 53       | 46     |
| 12pm-3pm | 133    | 141     | 138       | 137      | 134    | 59       | 52     |
| 3pm-6pm  | 142    | 149     | 148       | 153      | 160    | 81       | 63     |
| 6pm-9pm  | 71     | 76      | 70        | 93       | 91     | 70       | 48     |
| 9pm-12am | 47     | 47      | 47        | 57       | 71     | 51       | 35     |

## 12/2/2016 – An Intensive 1-day Survey

- A somewhat typical Friday night. A play at the Community Center and an event at the Buckhorn
- Surveyed 13 areas from 7AM to 9:15PM every 15 minutes
- 24,882 individual observations

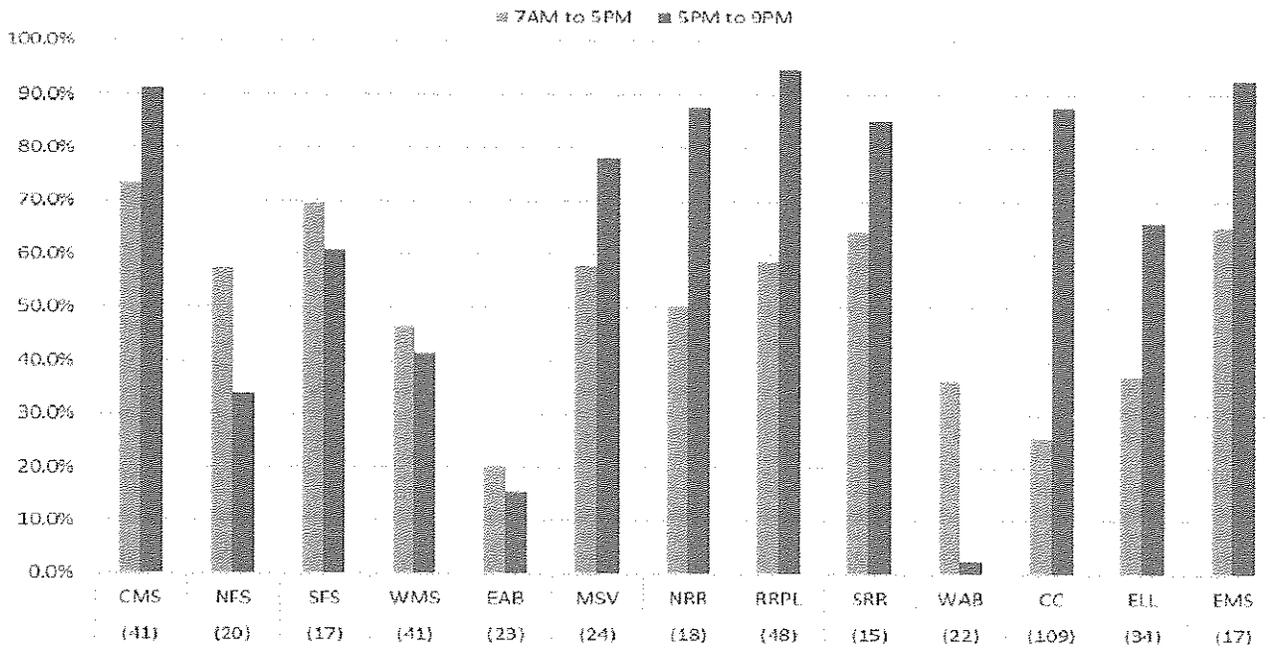
Survey  
Areas



# The Inventory

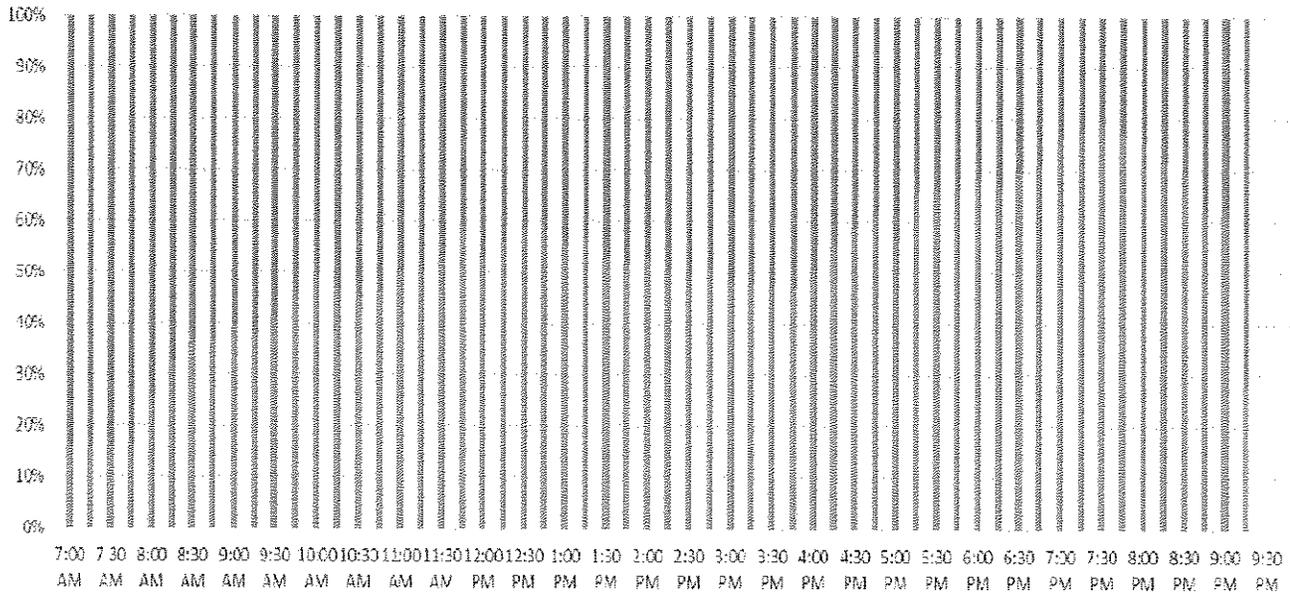
| <u>Area Name</u>      | <u>Spaces</u> |
|-----------------------|---------------|
| Central Main Street   | 41            |
| North First Street    | 20            |
| South First Street    | 17            |
| West Main Street      | 41            |
| East Abbey Street     | 23            |
| Main Street Village   | 24            |
| North Railroad Avenue | 18            |
| Railroad Parking Lot  | 48            |
| South Railroad Avenue | 15            |
| West Abbey Street     | 22            |
| Community Center Lot  | 109           |
| Elliott Street        | 34            |
| East Main Street      | 17            |
| <b>Total:</b>         | <b>429</b>    |

### % Occupancy by Area and Time of Day



## ALL AREAS - % Occupied and Unoccupied by Time - 429 Spaces

■ Occupied ■ UnOccupied





Current Time: 07:00AM

## After the Data

- Consultants reviewed
- Stakeholder input
- Develop parking plan

## E. EMPLOYER SURVEY

### Winters Downtown Parking Survey

We understand there is a rhythm to daily parking demand by employees and managers. Please fill in the approximate number of employees/managers (including yourself) present in your business during various time-windows and days. If you are closed, leave the box empty. (Use the tab button to quickly move from box to box)

#### Monday

| Answer Options | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|---|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1  | 1  | 0  | 10             |
| 6am-9am        | 2 | 4 | 4 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 2  | 0  | 0  | 21             |
| 9am-12pm       | 0 | 5 | 5 | 4 | 2 | 1 | 4 | 1 | 0 | 0 | 2  | 1  | 0  | 27             |
| 12pm-3pm       | 1 | 8 | 4 | 3 | 1 | 3 | 3 | 1 | 0 | 0 | 2  | 1  | 0  | 29             |
| 3pm-6pm        | 0 | 9 | 5 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 2  | 1  | 0  | 28             |
| 6pm-9pm        | 2 | 5 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2  | 0  | 0  | 17             |
| 9pm-12am       | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 11             |
|                |   |   |   |   |   |   |   |   |   |   |    |    |    | 143            |

#### Tuesday

| Answer Options | 0 | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|----|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 5 | 2  | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 11             |
| 6am-9am        | 3 | 5  | 4 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 2  | 0  | 0  | 23             |
| 9am-12pm       | 0 | 6  | 7 | 4 | 2 | 1 | 4 | 1 | 0 | 0 | 2  | 1  | 0  | 30             |
| 12pm-3pm       | 1 | 8  | 6 | 4 | 1 | 2 | 4 | 1 | 0 | 0 | 2  | 1  | 0  | 32             |
| 3pm-6pm        | 0 | 10 | 6 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 2  | 1  | 0  | 31             |
| 6pm-9pm        | 2 | 5  | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3  | 0  | 0  | 17             |
| 9pm-12am       | 5 | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 11             |
|                |   |    |   |   |   |   |   |   |   |   |    |    |    | 155            |

#### Wednesday

| Answer Options | 0 | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|----|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 5 | 2  | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 11             |
| 6am-9am        | 2 | 5  | 5 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 2  | 0  | 0  | 22             |
| 9am-12pm       | 0 | 6  | 5 | 5 | 2 | 2 | 3 | 1 | 0 | 0 | 2  | 1  | 0  | 29             |
| 12pm-3pm       | 1 | 10 | 4 | 4 | 1 | 3 | 3 | 1 | 0 | 0 | 2  | 1  | 0  | 32             |
| 3pm-6pm        | 0 | 12 | 5 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 2  | 1  | 0  | 32             |
| 6pm-9pm        | 2 | 5  | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 17             |
| 9pm-12am       | 5 | 1  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 11             |
|                |   |    |   |   |   |   |   |   |   |   |    |    |    | 154            |

#### Thursday

| Answer Options | 0 | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|----|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 2 | 2  | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 8              |
| 6am-9am        | 1 | 6  | 5 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 2  | 0  | 0  | 21             |
| 9am-12pm       | 0 | 6  | 7 | 3 | 2 | 1 | 4 | 1 | 0 | 0 | 2  | 1  | 0  | 29             |
| 12pm-3pm       | 1 | 10 | 4 | 4 | 2 | 2 | 3 | 1 | 0 | 0 | 2  | 1  | 0  | 32             |
| 3pm-6pm        | 0 | 7  | 7 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 2  | 1  | 0  | 30             |
| 6pm-9pm        | 1 | 5  | 4 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 3  | 0  | 0  | 20             |
| 9pm-12am       | 3 | 2  | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 13             |
|                |   |    |   |   |   |   |   |   |   |   |    |    |    | 153            |

#### Friday

| Answer Options | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|---|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2  | 0  | 0  | 8              |
| 6am-9am        | 1 | 5 | 4 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 2  | 0  | 0  | 20             |
| 9am-12pm       | 0 | 6 | 4 | 4 | 2 | 2 | 4 | 2 | 0 | 0 | 2  | 0  | 0  | 28             |
| 12pm-3pm       | 2 | 8 | 4 | 3 | 2 | 2 | 4 | 2 | 0 | 0 | 2  | 0  | 0  | 31             |
| 3pm-6pm        | 2 | 7 | 4 | 2 | 3 | 2 | 2 | 3 | 0 | 0 | 2  | 0  | 0  | 31             |
| 6pm-9pm        | 4 | 4 | 1 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 2  | 0  | 0  | 20             |
| 9pm-12am       | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2  | 0  | 0  | 14             |
|                |   |   |   |   |   |   |   |   |   |   |    |    |    | 152            |

#### Saturday

| Answer Options | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|---|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 7              |
| 6am-9am        | 4 | 4 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 13             |
| 9am-12pm       | 3 | 6 | 3 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 20             |
| 12pm-3pm       | 2 | 6 | 3 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 20             |
| 3pm-6pm        | 3 | 4 | 2 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 20             |
| 6pm-9pm        | 3 | 3 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0  | 0  | 0  | 15             |
| 9pm-12am       | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 12             |

107

Sunday

| Answer Options | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Employee Count |
|----------------|---|---|---|---|---|---|---|---|---|---|----|----|----|----------------|
| 12am-6am       | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 6              |
| 6am-9am        | 3 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 8              |
| 9am-12pm       | 3 | 4 | 1 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 16             |
| 12pm-3pm       | 3 | 4 | 1 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 17             |
| 3pm-6pm        | 3 | 4 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 16             |
| 6pm-9pm        | 4 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 12             |
| 9pm-12am       | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 10             |

85

| Question Totals          |  |  |  |  |  |  |  |  |  |  |  |  |    |
|--------------------------|--|--|--|--|--|--|--|--|--|--|--|--|----|
| <i>answered question</i> |  |  |  |  |  |  |  |  |  |  |  |  | 34 |



**PLANNING COMMISSION  
STAFF REPORT**

**DATE:** August 14, 2018  
**TO:** Chairman and Planning Commissioners  
**FROM:** John W. Donlevy, Jr., City Manager *JWD*  
**SUBJECT:** General Plan Overview and Status Report

---

**RECOMMENDATION:**

That the Planning Commission receive the written and oral presentations on the status of the Winters General Plan.

**BACKGROUND:**

The City of Winters adopted its most recent General Plan in 1992, culminating a 3 year effort at a significant cost to the City. To the present day, there is currently almost \$400,000 owed on that effort.

The General Plan is the "blueprint" of the City, forecasting a multi-faceted program of land use, zoning, economics, environmental programs and the execution of the City's police powers to provide a quality home to residents, businesses and visitors. The Plan has many goals and programs which have yet to be realized.

**Discussion:**

The General Plan is very much a living document. The original goal of the current Plan was for the total build out of the City by the year 2010 when the City would reach a population of 12,500 people, generating a housing count in excess of 4,000 units and a diverse business and industrial economy which would provide a tax base to provide services to the community. In reality, 2018 sees only about half of the residential units projected and a fraction of the business generation.

**General Plan Overview and Status**  
**Agenda Report- August 14, 2018**  
*Page 2*

The good news is that many important goals have been realized. These include the revitalization of Downtown Winters, the ecological restoration of Putah Creek, improved public safety services and the adoption of smart development standards which are realizing incremental growth in residential development.

The actual Plan has evolved immensely with the implementation of many of the forecasted programs and goals. The nine (9) "elements" of the General Plan have been implemented to form an extremely strong foundation for the future of the community.

Attached is an overview of the General Plan, providing an explanation of where the City has taken the base document. In actuality, it is an impressive source of information and programs which show a strong basis from which the City operates in achieving both local and State goals.

Staff will also be providing an overview of the status of the General Plan from a functional standpoint in the presentation.

**FISCAL IMPACT:** None by this action.



## **General Plan Overview**

### **Introduction:**

The City of Winters operates under the guidance of its General Plan, a document which provides the dreams, vision and goals with which the community strives to achieve. The following report is meant to provide a status and overview of each of the City of Winters General Plan, its adopted elements and their current status.

### **State Guidance:**

The Governor's Office of Planning and Research (OPR) is a policy agency which works to help communities in planning related issues throughout the State. OPR is statutorily required by Government Code Section 65040.2 to adopt and periodically revise the State General Plan Guidelines (GPG) for the preparation and content of general plans for all cities and counties in California. A general plan is the local government's long-term blueprint for the community's vision of future growth. The GPG serves as the "how to" resource for drafting a general plan.

The GPG includes the provision that all General Plans include a set of mandatory "elements", including:

- Land Use
- Housing
- Noise
- Safety
- Circulation
- Conservation
- Open Space

Also include are an *Environmental Justice* Element in areas where disadvantaged communities exist and an *Air Quality* Element for cities in the Central Valley. Neither of these elements apply to the City of Winters.

### **General Plans:**

A General Plan is considered the "blue print" of a community and can best be described as a long term "business plan" which incorporates physical, service and desirable outcomes for each planning area. The General Plan is a dynamic document which is a combination of implementation elements which are always in motion to accomplish the goals and policies held within. Operationally, the City operates within the opportunities and constraints within the policy elements.

**Winters General Plan:**

The City of Winters General Plan was adopted in 1992 and contains the following elements which conform to State mandated elements:

- **Land Use** Element which depicts the proposed land uses, standards and policy goals for all areas within both the City limits and overall sphere of influence.
- Housing Element which outlines the overall goals for housing and affordable housing.
- **Health and Safety** Element which includes the mandated "**Safety**" and "**Noise**" elements from State guidelines.
- **Transportation/Circulation** Element which provides the overall goals and policies for roadways and traffic within the City.
- **Natural Resources** Element which includes the mandated provisions for "**Conservation**" and "**Open Space**".

The Winters General Plan also includes the following "non-required" elements:

- **Community Design** Element which focuses on the physical form of development and the concepts of promoting architecture, pedestrian orientation, community character and quality streetscapes;
- **Public Facilities and Services** Element which outlines goals for water, wastewater, storm drainage, solid waste, public safety, library and schools;
- **Recreation and Cultural Resources** Element which establishes goals for parks, the preservation of the historic downtown and the importance of quality recreational opportunities for residents and visitors.

Additionally, the City has an **Administration** Element which enables the overall administration of the City's General Plan.

**Documents of the General Plan:**

As will be described in this report, the Winters General Plan is really a compilation of planning and operational documents which implement the various policies and goals encompassed in the main planning document. Provided as exhibits to this report are two documents including a matrix outlining each element of the General Plan with the associated documents along with an organizational chart listing the same.

**Land Use:**

*"The most fundamental decisions in planning begin with land use: what to put where. Land use planning envisions the future of a city or county and interacts with all other elements of planning. At its best, the land use element will reflect the community's vision; promote thoughtful, equitable, and accessible distribution of different land uses, including residential, commercial, industrial, agricultural, and open space; and align well with other general plan elements. Planners can also use the land use element as a tool to improve public health, reduce*

*infrastructure costs, enhance local economies, and address long-term environmental issues such as climate change and water resources.”*

The Winters General Plan Land Use element outlines the following goals:

- Orderly, well-planned, and balanced growth
- Development of a pedestrian-oriented central business district that includes retail commercial, office, residential, civic, cultural, and recreational uses.
- Range of residential densities to accommodate the housing needs of all income groups expected to reside in Winters.
- Adequate land for and promote the development of commercial uses providing goods and services to Winters’ residents, employees, and visitors.
- Adequate land for and promote development of industrial uses that create jobs and enhance the economy of Winters.
- Adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.

The Land Use element includes a number of implementing documents which include the following:

- Zoning Code which provides the definitions and allowable uses throughout the land uses. Adopted in 1992, the zoning code has been amended to meet State and local needs throughout the years. The City currently has a subcommittee to review the Zoning Code definitions to modernize and simplify the wording to help clarify uses in a more modern context.
- Downtown Master Plan which was adopted in 2006 and provided for the overall redevelopment of the City’s downtown. The plan includes for infrastructure, zoning, parking, building preservation/renovation and pedestrian and bike policies.
- Form Based Code (FBC) was adopted in 2009 and is a land use regulating plan for the Downtown Zoning District. The FBC is mapped within the Downtown Master Plan Area and consists of an overall Regulating Plan and includes Development Standards.
- Alley Activation Plan is a sub-plan for the Downtown Master Plan and includes strategies and land allowances for the activation of a vibrant use of alleys in the downtown core.
- Historic Preservation studies have been developed for the possible rehabilitation of key properties within the historic downtown core. These include the Downtown Market Feasibility Study which was completed in 2009 and evaluated the Devillibis Hotel, Putah Creek Café and Masonic Buildings with costs for seismic and functional retrofits. This supplanted a previous review from 1995 of the Masonic Building for similar renovation estimates.
- Parking Master Plan for Downtown Winters which implements goals and plans to improve parking within the area.

**Housing:**

OPR guidelines provide as follows:

“Providing adequate housing for all residents is a priority for cities and counties throughout California. The housing element implements the declaration of State law that “the availability of housing is a matter of vital statewide importance and the attainment of decent housing and a suitable living environment for all Californians is a priority of the highest order” (Gov. § Code 65580). Provisions in the housing element are more specific and directive than other elements, and contain detailed guidance and reviews. The law also provides the Department of Housing and Community Development (HCD) with unique authority over the housing element.”

Housing element updates must be consistent with other general plan elements, including the land use element and diagrams. Integrating considerations of general plan goals and policies through the housing element and each update may improve efficiency by ensuring consistency. Additionally, incorporating a holistic view of the document will allow the housing element to compliment other elements in addressing challenges such as climate change mitigation and adaptation, and working towards local goals, such as promoting infill development, Transit Oriented Developments, and healthy, safe, and equitable communities. Periodic updates assure that local governments “will prepare and implement housing elements...toward the attainment of the state housing goal” (Gov. Code §65581). The law requires that HCD review and certify the housing element and that local jurisdictions submit annual progress reports to HCD. The housing element must be revised and submitted periodically on a four, five, or eight year cycle, depending on various factors (Gov. Code §65588).

The City of Winters Housing Element was updated and adopted in 2013 and was granted an eight (8) year approval from HCD and will require an update by 2021.

The overall goals of the Housing Element are as follows:

- A balanced range of housing types and densities for all economic segments of the community.
- Encourage the maintenance, improvement, and rehabilitation of the city’s existing housing stock and residential neighborhoods.
- Encourage energy efficiency in both new and existing housing.
- Provision of adequate services to support existing and future residential development.
- Promote equal opportunity to secure safe, sanitary, and affordable housing for all.
- Conserve existing affordable housing.

The implementation of the Housing Element and the participation of the City in regional housing is done through the following:

- Inclusionary Housing Ordinance which provides that 15% of all housing constructed in Winters is geared toward affordable housing. 9% of all housing must be available to persons qualifying as

“low income” and 6% to those considered “very low”. The current ordinance is the outflow of a stipulated judgment from a legal action brought against the City following the adoption of the 1992 General Plan and the court case “Michel v City of Winters”. The City is mandated to provide annual reporting on compliance with the stipulated judgment.

- **Affordable Housing Plans** which are required with each approved subdivision within the City.
- Yolo Housing Authority which the City is a member of the County-wide Joint Powers Authority which provides affordable and migrant housing throughout Yolo County.

### **Health and Safety:**

OPR guidelines provide as follows:

*The goal of the safety element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Other locally relevant safety issues, such as airport land use, emergency response, hazardous materials spills, and crime reduction, may also be included. The purpose of the noise element is to ensure that a local planning area limits the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.*

The City’s Health and Safety Element provides goals and policies for a number of issues including seismic, fires, hazardous materials, emergency response and noise. This single element conforms to the State mandated elements for “Safety” and “Noise”.

The main goals of the Health and Safety Element are:

- Prevent loss of life, injury, and property damage due to
  - geologic and seismic hazards
  - flooding
  - wild land and structural fires, explosions, and release of hazardous materials.
- City emergency response procedures are adequate in the event of natural or man-made disasters.
- Protect city residents from the harmful and undesirable effects of excessive noise.
- Prevent crime and promote the protection of people and property.

The Safety aspect of the General Plan is implemented through a variety of documents including:

- **City-wide Multi Hazard Emergency Services Plan** which is developed through a cooperative effort with Yolo County to meet local, State and Federal Guidelines for assessment and planning for all risks within the Winters Area. The document as last updated and adopted by the City in 2016.
- Building, Fire and Housing Codes are adopted on a periodic bases as new releases are provided from the State.

- The City is a member of a number of Joint Powers Authorities which govern critical emergency services within Yolo County. These include:
  - Yolo Emergency Medical Services Agency (YEMSA) providing Basic Life *Support* (BLS), Advanced Life *Support* (ALS), and Critical Care Transport (CCT) in the County. As part of our participation, the City is covered under the Yolo Emergency Medical Service Operational Plan.
  - Yolo Emergency Communications Agency which provides 911 services;
  - Joint Emergency Management Services (JEMS) which serves as the emergency operational area which includes Yolo County and the four (4) Cities in the generation and maintenance of emergency services plans and the implementation of area wide emergency/disaster services. In California and now nationally, emergency planning and disaster response is a coordinated effort. Thus in Yolo County, they key response plans include the Yolo County Emergency Plan which combines the County and all jurisdictions, the Yolo County Multi-Hazard Plan which identifies all potential threats and then each city has their own plan, with Winters being covered through the City's Emergency Operation Plan. Each plan is updated on periodic cycles depending on requirements from the State of California and the Federal Emergency Management Agency.
- The City has flood master plans which govern the needed improvements in the Moody Slough and Putah Creek sub basins which constitute the major flood prone areas of the general plan area when calculating the 100 year threat analysis of the City.

The City has an adopted "Noise Ordinance" which provides standards for measurement and acceptability of uses and noise produced throughout the various land uses within the City. The Ordinance was updated in 2011??

#### **Community Design:**

An optional element of the City's General Plan is the "Community Design" element which incorporates the importance of architecture, pedestrian orientation and preservation of the uniqueness which embodies the community.

The main goals of this element are as follows:

- Coherent and distinctive physical form and structure that reflects Winters' small-town qualities and agricultural heritage.
- Preserve existing community character and fabric and promote the development of neighborhoods and districts that emphasize pedestrian convenience.
- Maintain and enhance the quality of the Winters' landscape and streetscape.

The implementation of the Community Design Element has included policy implementation through the following:

- A comprehensive application of architectural, landscape and site plan guidelines throughout the City are provided through a variety of documents including the Grant Avenue Design Guidelines

for the Grant Ave Corridor from the I505 to Railroad Ave, the Downtown Form Based Code, and the Winters Design Guidelines which relate to the balance of the City.

- The City has an established "Design Review Committee" consisting of the representatives from the City Council, Planning Commission and City Staff which review all projects prior to application submittal to work with applicants on the application of design standards.
- The City's Public Works Standards have been amended to include public improvement standards which stress the importance of pedestrian, bike, landscape and lighting amenities which reflect the character and pedestrian orientation of the community.
- Through the use of **Development Agreements** and **Subdivision Improvement Agreements**, design elements are included as conditions of approval for all projects considered by either the Planning Commission or City Council.
- The City is in the final phases of a Downtown Parking Plan which outlines standards and goals for adequate and appropriate parking within the core commercial area.

### Circulation Element

OPR guidance on a circulation element is as follows:

*"The circulation element is not simply a transportation plan, but rather a strategy addressing infrastructure needs for the circulation of people, goods, energy, water, sewage, storm drainage, and communications. By statute, the circulation element must correlate directly with the land use element, but also has direct relationships with other elements. The provisions of a circulation element affect a community's physical, social, and economic environment, as well as its health. The passage of SB 1000 in 2016 requires local governments to address environmental justice considerations related to circulation- such as access to transportation systems, air quality related to transportation, delivery routes and transit options for nutritional food access, and promotion of physical activity—upon the next revision of two or more elements in their general plan after January 1, 2018. "*

Government Code Section 65302 (b)

- (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.
- (2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. (B) For purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The main goals of the City's Transportation/Circulation Element include the following:

- Create and maintain a roadway network that will ensure the safe and efficient movement of people and goods throughout the city.
- Promote and maintain public and private transit systems.
- Promote increased efficiency in automobile use.
- Consider air quality and noise impacts along with traffic flow efficiency.
- Promote intergovernmental communication and cooperation concerning transportation-related issues.
- Ensure the adequate provision of both on- and off-street parking.
- Promote pedestrian and bicycle travel as alternatives to automobile use.

The Circulation Element Master Plan was updated in November, 2017 and consists of a re-calculation of traffic estimations to include both existing conditions as well as the cumulative impacts of approved projects within the City. The plan also updates the City's impact fee program needs which will be included in the revised major projects financing plan which is under review.

The implementation of the Circulation includes the adoption and management of a number of critical documents which include:

- A Complete Streets Plan developed in conjunction with Caltrans for Grant Ave and includes the incorporation of bike, vehicle and pedestrian amenities to maximize flow and safety throughout the corridor from Railroad Ave to the Yolo Housing Community outside the City.
- The development of a Bike/Pedestrian Master Plan which provides current and projected amenities to maximize traffic safety and utilization of public assets for bikes and pedestrians.
- A Grant Ave Corridor Traffic Study which was most recently updated in 2012 to provide traffic counts and modeling which serves as a foundation element for the Complete Streets Plan and needed improvements on Grant Ave. The results include on demand traffic modeling accepted by traffic engineers and Caltrans to model development impacts.
- In 2006, the City, working with the Local Government Commission and extensive community outreach developed the Transportation Safety Plan which outlines alternatives to traditional traffic improvements to encourage higher levels of traffic safety through reduced street widths, roundabouts and pedestrian centered amenities.

#### **Recreational and Cultural Resources:**

An optional element, the Recreational and Cultural Resources Element focuses on expanding recreational opportunities throughout the community. The main goals of this element are:

- Public park system and recreation facilities suited to the needs of Winters' residents and visitors.
- Provision of private recreational facilities and opportunities.
- Recreation programs suited to the broad needs and interests of all Winters residents.

- Preserve and enhance Winters' historical heritage.
- Protect Winters' Native American heritage.

In advancement of this element, the City has done the following:

- Established a joint use of facilities agreement with the Winters JUSD for the shared use of facilities including Winters High School, Community Pool and the use of the various schools and the Community Center.
- The Historic Preservation Ordinance provides guidance on the Downtown buildings and the impacts of new development.
- In 1995 and 2009, the City completed **Market Feasibility Studies** regarding the renovation and preservation of key Downtown structures including the DeVillibus Hotel, Cradwick, Masonic and Putah Creek Café buildings.
- The City, through the mandated CEQA process, regularly consults with the Yocha de He- Wintun Nation regarding cultural resources issues and concerns.
- The City is in the process of the development of a **Senior Programs Assessment** which will develop and implement an overall strategy for meeting the needs of multiple generations of seniors within the City. The City is actively working with the American Association of Retired Persons (AARP) on making the community a more senior friendly environment through the 8 Domains of Livability Planning model.
- Through a regular meeting process, the City meets with the Winters JUSD (2X2) regarding facilities planning and cooperation to maximize opportunities for all parts of the community.

**Public Facilities and Services:**

An optional element which serves as an implementing arm for multiple elements of the City's General Plan, especially the Land Use, Health & Safety, Circulation Elements, the Public Facilities and Services Element includes a series of "master plan" documents meant to facilitate the overall capacity of City infrastructure to support the overall goals of the General Plan.

The goals of this element include as follows:

- Adequate level of services in the Winters' public facilities and services to meet the needs of existing and future development.
- City's water system.
- City's sewage collection and disposal system.
- Storm drainage system.
- Fire protection service.
- Public schools which serve as a neighborhood focus and to maintain a quality learning environment for Winters residents as the city's population increases.
- Library services.
- Efficiency, convenience, and harmonious relationships in the citing of public facilities.

In advancement of these goals, the City has the following master plans adopted and are maintained through regular updating.

- Water Master Plan
- Sewer Master Plan
- Wastewater Treatment Facilities Master Plan
- Sewer Collection System Master Plan
- Sewer System Management Plan
- Waste Diversion Plans
- Storm Water Management Program
- Moody Slough/Putah Creek Flood Plans

The City has also implemented the following:

- Established the **Winters Public Safety Facility** which houses both Fire and Police Services, along with the City's **Emergency Operations Center**.
- Adopted and maintain a Source Reduction and Non-Disposal Facilities Plans to meet State guidelines regarding waste diversion and recycling.
- The City's Fiscal Year Budgets include Capital Improvement Programs for each of the City's water and wastewater utilities, storm drainage, streets and parks.
- The City maintains a **Major Projects Financing Program (MPFP)** which includes projects and financing programs which are facilitated through impact fees which are charged for all new development within the City.
- The Winters Community Library is an important element of the City and the City has worked to achieve a thriving library program through a joint services agreement with the Winters JUSD and Yolo County.

#### **Natural Resources:**

The Natural Resources Element combines the structure for the State mandated **Open Space** and **Conservation** elements. The goals of this element include as follows:

- Protect water quality in Putah Creek, Dry Creek, and the area's groundwater.
- Productivity of agricultural land surrounding Winters and to prevent the premature conversion of agricultural land to urban uses.
- Protect sensitive native vegetation and wildlife communities and habitat.
- Promote the protection and enhancement of wetlands and the riparian and aquatic ecosystems of Putah Creek and Dry Creek.
- Improve air quality in Winters and the region.
- Promote energy efficient development in City's development review process through effective implementation of adopted state and local standards and guidelines.

Guidance from OPR includes the following:

"California legislative policy strongly favors the preservation of open spaces" (Gisler v. County of Madera (1974) 38 Cal.App. 3d 303, 307; see also Cal. Const. art. XIII, § 8). Together with the

conservation element, an open space element identifies areas that provide value in an essentially undeveloped condition and creates a plan to preserve such areas. The open space element reinforces the conservation element by guiding the comprehensive and long-range preservation of open space lands that are important to the conservation of the State's natural resources. The conservation element should be used to inform and support both the open space element and the land use element, guiding the identification of resource areas that should remain undeveloped and those that are appropriate for future development. Open space is defined as any parcel or area of land or water that is essentially unimproved and devoted to open-space use (Gov. Code § 65560(b)). Such lands or waters may provide value related to, among other things, recreation, health, habitat, biodiversity, wildlife conservation aesthetics, economy, climate change mitigation and adaptation, flood risk reduction, managed natural resources production, agricultural production, and protection from hazardous conditions.

The advancement of many of the conservation and open space goals are carried through multiple documents, initiatives and agencies including:

- Habitat issues are advanced through the City's participation in the Yolo Conservancy which is advancing a County-wide habitat conservation program which has replaced the City's previously adopted habitat conservation program.
- Water issues are addressed through groundwater monitoring programs through the Yolo Flood Control Agency and now through the Yolo Sustainable Groundwater Agency (previously the Water Resources Agency).
- Air quality is addressed through programs and initiatives with the Yolo-Solano Air Quality Management District.
- The City is in the process of adopting a **Climate Action Plan** following State guidelines to address the affects of climate change, emissions and greenhouse gases.
- In development is a Storm Water Management Plan to meet regional water quality guidelines and enforcement initiatives. While the City is not currently under storm water permitting requirements, we are proactively working on public education and regional cooperation to insure clean waterways and storm drainage systems.

A key focus of the City's Natural Resources Element is Putah Creek and the preservation and ecological restoration. Again, through a series of adopted documents and agency participation, the City has implemented the following:

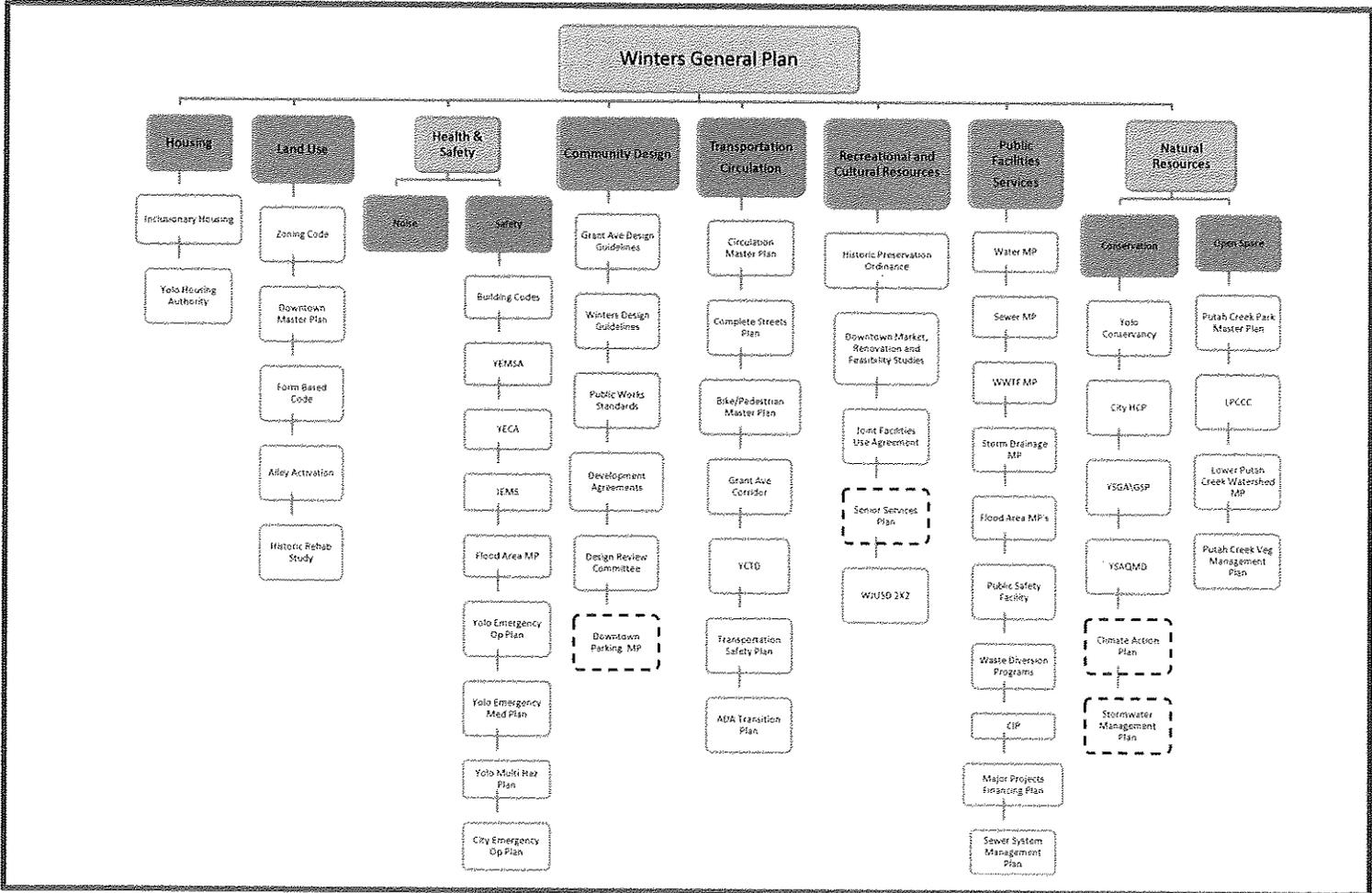
- Adopted the Putah Creek Park Master Plan, a comprehensive planning and restoration project in the advancement of the City owned property within the City limits.
- The City is a member of the Lower Putah Creek Coordinating Committee (LPCC), a multi-jurisdictional agency advancing a court stipulation on the management, preservation and restoration of the creek.
- The Lower Putah Creek Watershed Management Plan and Phase II are comprehensive restoration and management plans administered through the LPCC for the entire reach of Putah Creek through multiple jurisdictions and counties.
- Managed through the Winters Putah Creek Committee, the Putah Creek Vegetation Management Plan is an adopted plan for the ecological health of the Putah Creek Park.

**Summary:**

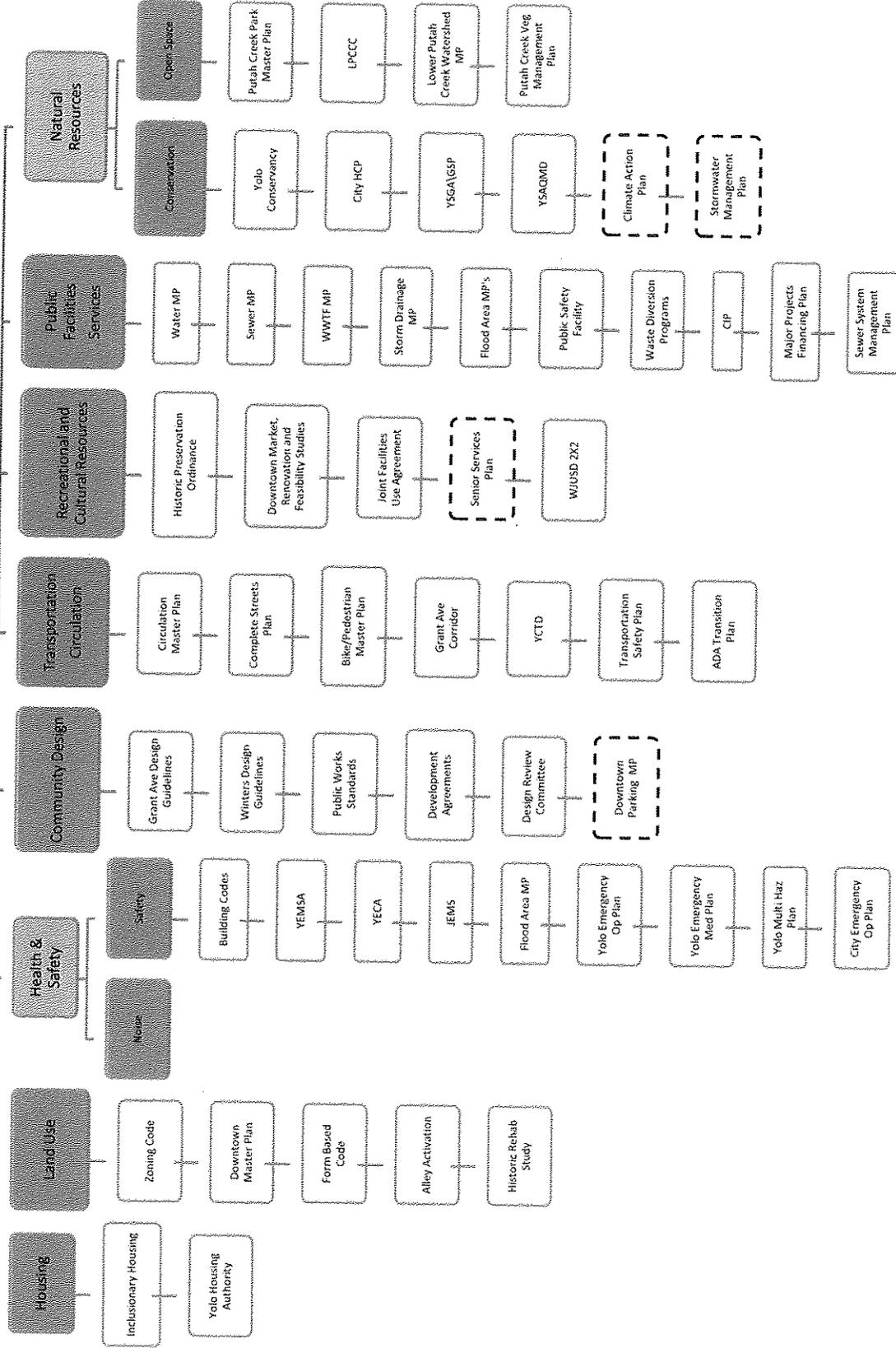
One of the best ways to describe a City's General Plan is that it is truly an evolving document which builds upon itself as it is implemented. Through actual development, policy development and implementation along with government mandates, regulation and an ever changing environment, it is a living document which helps guide and manage the course for the City of Winters.

A comprehensive update and expansion of a General Plan is extremely costly. Updates are typically done when looking to expand the current sphere and planning areas with additional land and planning goals. In the current markets, you are talking millions of dollars, thousands of hours in time and plans for expedited implementation to recoup such a significant investment.

A key initiative for 2018-19 will be what can be described as a General Plan "refresh" which will include refinement of goals, expansion of the presentation and communication along with a professional review to establish conformity with State guidelines.



# Winters General Plan



Combined Element with two or more required State elements.

The City of Winters General Plan has eight elements which incorporate each of the seven (7) mandatory elements applicable to State Guidelines. The Noise and Safety Elements requirements are combined in the Health and Safety Element and the Conservation and Open Space requirements are combined into the Natural Resources Element. The two non-required elements are the Community Design and Public Facilities/Services Elements. The OPR Guidelines indicate both Environmental Justice and Air Quality Elements of which both are not applicable to the City of Winters.

| Element      | Reference                    | Description  | Update | Link  |
|--------------|------------------------------|--|--------|---|
| General Plan | General Plan Policy Document | Adopted Elements, goals and policies of the City of Winters General Plan | 1992   | <a href="http://www.cityofwinters.org/wp-content/uploads/2016/02/GeneralPlanPolicyDoc.pdf">http://www.cityofwinters.org/wp-content/uploads/2016/02/GeneralPlanPolicyDoc.pdf</a>   |
| Housing      | Housing Element              | Approved Housing Element   | 2013   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/HousingElement.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/HousingElement.pdf</a>   |
| Housing      | Affordable Housing Ordinance | Municipal Code Section requiring inclusionary housing                    | 2013   | <a href="http://www.codepublishing.com/CA/Winters/">http://www.codepublishing.com/CA/Winters/</a>   |
| Housing      | Yolo Housing                 | County-wide JPA providing affordable housing                             |        | <a href="http://www.ych.ca.gov/">http://www.ych.ca.gov/</a>   |
| Land Use     | Zoning Code                  | Municipal Code Section detailing zoning categories and definitions       |        | <a href="http://www.codepublishing.com/CA/Winters/">http://www.codepublishing.com/CA/Winters/</a>   |
| Land Use     | Downtown Master Plan         | Detailed program for renovation and preservation of Downtown core.       | 2006   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/DowntownMasterPlan.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/DowntownMasterPlan.pdf</a>   |
| Land Use     | Form Based Code              | Zoning Guidance for Downtown- Regulating Plan Map                        | 2009   | <a href="http://www.cityofwinters.org/communitydev/pdf/093011/FBC_Reg_Plan_09302009.pdf">http://www.cityofwinters.org/communitydev/pdf/093011/FBC_Reg_Plan_09302009.pdf</a>   |
| Land Use     | Form Based Code              | FBC Regulating Plan  | 2009   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/07/WintersDowntownFormBasedCodeChapter17-58-Formatted062708.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/07/WintersDowntownFormBasedCodeChapter17-58-Formatted062708.pdf</a> |
| Land Use     | Form Based Code              | FBC Development Standards  | 2009   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/07/Winters-FBCDevelopmentStandardsAAG_073018.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/07/Winters-FBCDevelopmentStandardsAAG_073018.pdf</a>                               |
| Land Use     | Alley Activation Plan        | Planning document for use and reuse of Downtown Alleys.                  | 2012   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/AlleyActivationVisioningPlan.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/AlleyActivationVisioningPlan.pdf</a>   |

| Element  | Reference                                | Description  | Update | Link  |
|----------|--|--|--------|---|
| Land Use | Historic Downtown Rehabilitation Studies | Reports detailing improvements required for preservation of key Downtown buildings | 2009   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/04/DowntownWintersFeasibilityMarketStudy-2009.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/04/DowntownWintersFeasibilityMarketStudy-2009.pdf</a>                   |
| Land Use | Historic Downtown Rehabilitation Studies | Historic Study II  | 1995   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/04/MasonicFeasibilityStudy0595.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/04/MasonicFeasibilityStudy0595.pdf</a>   |
| Noise    | Noise Ordinance                          | Municipal Code guidance on noise.  |        | <a href="http://www.codepublishing.com/CA/Winters/">http://www.codepublishing.com/CA/Winters/</a>   |
| Safety   | City Emergency Operations Plan           | Multi-hazard Emergency Plan  | 2017   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/05/WintersEOP2018.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/05/WintersEOP2018.pdf</a>   |
| Safety   | Building Codes                           | Building and Fire Codes  |        | <a href="https://law.resource.org/pub/us/code/bsc.ca.gov/">https://law.resource.org/pub/us/code/bsc.ca.gov/</a>   |
| Safety   | Yolo Emergency Medical Services Agency   | Emergency Medical Agency for Yolo County   | 2016   | <a href="http://www.yolocounty.org/health-human-services/providers-partners/yolo-emergency-medical-services-agency-yemsa">http://www.yolocounty.org/health-human-services/providers-partners/yolo-emergency-medical-services-agency-yemsa</a> |
| Safety   | Yolo Emergency Communications Agency     | Emergency Communications/911   |        | <a href="http://www.yolo911.org/">http://www.yolo911.org/</a>   |
| Safety   | Joint Emergency Management Services      | Yolo County Emergency/Operational Area   |        | <a href="http://www.yolocounty.org/general-government/general-government-departments/office-of-emergency-services">http://www.yolocounty.org/general-government/general-government-departments/office-of-emergency-services</a>               |
| Safety   | Flood Area Master Plan                   | Flood zone infrastructure plan   | 2006   | See Putah Creek and Moody Slough  |
| Safety   | Yolo Emergency Medical Services Plan     | County-wide Emergency Medical Services Plan  | 2015   | <a href="https://emsa.ca.gov/wp-content/uploads/sites/47/2017/09/2015-Yolo-EMSPlan.pdf">https://emsa.ca.gov/wp-content/uploads/sites/47/2017/09/2015-Yolo-EMSPlan.pdf</a>   |
| Safety   | Yolo County Emergency Operations Plan    | County-wide Emergency Operations Plan  | 2013   | <a href="http://www.yolocounty.org/home/showdocument?id=24660">http://www.yolocounty.org/home/showdocument?id=24660</a>   |

| <u>Element</u>   | <u>Reference</u>              | <u>Description</u>  | <u>Update</u> | <u>Link</u>   |
|------------------|-------------------------------|---|---------------|---|
| Safety           | Yolo County Multi-Hazard Plan | County-wide Multi-hazard Emergency Plan                         | 2012          | <a href="http://yoloagenda.yolocounty.org/docs/2012/YCH/20121018_135/1266_17%20attachement%20Yolo%20County%20MHMP%20100812%20Final.pdf">http://yoloagenda.yolocounty.org/docs/2012/YCH/20121018_135/1266_17%20attachement%20Yolo%20County%20MHMP%20100812%20Final.pdf</a> |
| Community Design | Grant Ave Design Guidelines   | Governing design standards for Grant Ave.                       | 2011          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAvenueDesignGuidelines2011.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAvenueDesignGuidelines2011.pdf</a>   |
| Community Design | Winters Design Guidelines     | Governing design standards for City of Winters                  | 1999          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/WintersDesignGuidelines.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/WintersDesignGuidelines.pdf</a>   |
| Community Design | Public Works Standards        | Governing documents for public works construction               | 2016          | <a href="http://www.cityofwinters.org/wp-content/uploads/2016/04/PublicWorksConstructionSpecsApril2016.pdf">http://www.cityofwinters.org/wp-content/uploads/2016/04/PublicWorksConstructionSpecsApril2016.pdf</a>   |
| Community Design | Public Works Standards        | Improvement Standard Designs                                    | 2016          | <a href="http://www.cityofwinters.org/wp-content/uploads/2016/04/PublicWorksImprovementStandardsStandardDrawingsApril2016.pdf">http://www.cityofwinters.org/wp-content/uploads/2016/04/PublicWorksImprovementStandardsStandardDrawingsApril2016.pdf</a>                   |
| Community Design | Development Agreements        | Governing documents for approved subdivisions                   |               |   |
| Community Design | Design Review Committee       | City Committee to review development project proposals          |               |   |
| Community Design | Downtown Parking Master Plan  | Planning Document for parking in Downtown                       | 2018          | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/07/ParkingMasterPlan-FinalDraft073118.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/07/ParkingMasterPlan-FinalDraft073118.pdf</a>   |
| Circulation      | Circulation Master Plan       | Circulation Element Master Plan and Roadway Improvement Program | 2017          | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/05/CirculationMasterPlanNov2017.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/05/CirculationMasterPlanNov2017.pdf</a>   |
| Circulation      | Complete Streets Master Plan  | Grant Ave roadway and streetscape planning document.            | 2010          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveCompleteStreetsConceptPlan.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveCompleteStreetsConceptPlan.pdf</a>   |
| Circulation      | Bike/Pedestrian Master Plan   | City-wide planning for bike and pedestrians                     | 2013          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/BikewayMasterPlan0113.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/BikewayMasterPlan0113.pdf</a>   |

| <u>Element</u>                      | <u>Reference</u>                                    | <u>Description</u>  | <u>Update</u> | <u>Link</u>   |
|-------------------------------------|---|---|---------------|---|
| Circulation                         | Grant Ave Corridor Study                            | Traffic plan for Grant Ave.   | 2012          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveTrafficAnalysis0312.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveTrafficAnalysis0312.pdf</a>                               |
| Circulation                         | Yolo County Transit District                        | County/City Transit provider.   |               | <a href="http://www.yolobus.com/">http://www.yolobus.com/</a>   |
| Circulation                         | Transportation Plan                                 | City planning document to enhance roadway safety.   | 2012          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveAccessStudy120707.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/GrantAveAccessStudy120707.pdf</a>                                   |
| Circulation                         | ADA Transition Plan                                 | City planning document to improve accessibility.  | 2017          | Available upon request  |
| Recreational and Cultural Resources | Historic Preservation Ordinance                     | Municipal Code Guidance on historic preservation for Downtown.  | 1989          | <a href="http://www.codepublishing.com/CA/Winters/">http://www.codepublishing.com/CA/Winters/</a>   |
| Recreational and Cultural Resources | Downtown Market, Renovation and Feasibility Studies | Technical Documents for the rehabilitation of the Masonic building in Downtown.   |               | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/04/DowntownWintersFeasibilityMarketStudy-2009.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/04/DowntownWintersFeasibilityMarketStudy-2009.pdf</a> |
| Recreational and Cultural Resources | Downtown Market, Renovation and Feasibility Study I | Technical Documents for the rehabilitation of the Devillibis Hotel, Putah Creek Café and the Masonic buildings in Downtown. | 1995          | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/04/MasonicFeasibilityStudy0595.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/04/MasonicFeasibilityStudy0595.pdf</a>                               |
| Recreational and Cultural Resources | Joint Facilities Use Agreement                      | Cooperation agreement between the WJUSD and the City for the joint and shared use of facilities.                            |               |   |
| Public Facilities and Services      | Water Master Plan                                   | Infrastructure document for management of the City Water System   | 2006          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/WaterMasterPlan0216071.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/WaterMasterPlan0216071.pdf</a>   |
| Public Facilities and Services      | Sewer Master Plan                                   | Infrastructure document for management of the City Wastewater System  | 2006          | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerCollectionSystemMasterPlan021607.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerCollectionSystemMasterPlan021607.pdf</a>           |
| Public Facilities and Services      | Wastewater Treatment Facilities Master Plan         | Infrastructure document for management of the City's wastewater treatment facilities.                                       | 2018          | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/05/WintersWWTFMasterPlan2017-04-27REVISEDRAFT.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/05/WintersWWTFMasterPlan2017-04-27REVISEDRAFT.pdf</a> |

| Element                        | Reference   | Description  | Update | Link  |
|--------------------------------|---|--|--------|---|
| Public Facilities and Services | Sewer Collection System Master Plan               | Infrastructure document for the maintenance of the wastewater collection system        | 2007   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerCollectionSystemMasterPlan021607.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerCollectionSystemMasterPlan021607.pdf</a>             |
| Public Facilities and Services | Moody Slough Sub-basin Storm Drainage Master Plan | Infrastructure document for management of flood issues.                                | 2005   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/MoodySloughDrainageReport1.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/MoodySloughDrainageReport1.pdf</a>                                   |
| Public Facilities and Services | Putah Creek Sub-basin Storm Drainage Master Plan  | Infrastructure document for management of flood issues.                                | 2005   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/PutahCreekDryCreekSubbasinsDrainageReports1.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/PutahCreekDryCreekSubbasinsDrainageReports1.pdf</a> |
| Public Facilities and Services | Sewer System Management Plan                      | Pollution control and system management document                                       | 2010   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerSystemManagementPlanDocument042310.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/SewerSystemManagementPlanDocument042310.pdf</a>         |
| Public Facilities and Services | Waste Diversion Plans                             | Source Reduction and Non-Disposal Facilities Plans                                     |        | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/05/Winters_SRRE-Dec1992.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/05/Winters_SRRE-Dec1992.pdf</a>   |
| Public Facilities and Services | Capital Improvement Program                       | City budget sections on annual Capital Projects  | 2018   | Update in Development   |
| Public Facilities and Services | Major Projects Financing Plan                     | Development Impact Plan for major infrastructure demands and fees for new development. | 2018   | Update in Development   |
| Public Facilities and Services | Yolo Emergency Medical Services Plan              | Governing document of emergency medical services in Yolo County.                       | 2015   | <a href="https://emsa.ca.gov/wp-content/uploads/sites/47/2017/09/2015-Yolo-EMSPlan.pdf">https://emsa.ca.gov/wp-content/uploads/sites/47/2017/09/2015-Yolo-EMSPlan.pdf</a>   |
| Conservation                   | Yolo Conservancy                                  | County-wide JPA managing habitat preservation county wide                              |        | <a href="https://www.yolohabitatconservancy.org/">https://www.yolohabitatconservancy.org/</a>   |
| Conservation                   | City Habitat Conservation Plan                    | City conservation plan   | 2008   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/HabitatMitigationPlan081216.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/HabitatMitigationPlan081216.pdf</a>                                 |
| Conservation                   | Yolo Sustainable Groundwater Agency               | County-wide JPA on water/groundwater   | 2017   | <a href="http://www.yolowra.org/">http://www.yolowra.org/</a>   |

| Element      | Reference                                   | Description   | Update | Link  |
|--------------|---|---|--------|---|
| Conservation | Yolo Solano Air Quality Management District | Multi-jurisdictional Air Quality Management District dealing with air quality and environmental issues. |        | <a href="https://www.ysaqamd.org/">https://www.ysaqamd.org/</a>   |
| Conservation | Climate Action Plan                         | Guidance document on addressing carbon emissions and greenhouse gases                                   | 2018   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/07/StormwaterManagementProgram2017.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/07/StormwaterManagementProgram2017.pdf</a>           |
| Conservation | Stormwater Management Plan                  | Guidance document on stormwater and pollution management.   | 2017   | <a href="http://www.cityofwinters.org/wp-content/uploads/2015/11/PutahCreekNatureParkMasterPlan062308.pdf">http://www.cityofwinters.org/wp-content/uploads/2015/11/PutahCreekNatureParkMasterPlan062308.pdf</a> |
| Open Space   | Putah Creek Park Master Plan                | Planning document for the restoration and activation of Putah Creek                                     | 2008   | <a href="http://www.scwa2.com/water-supply/lpccc">http://www.scwa2.com/water-supply/lpccc</a>   |
| Open Space   | Lower Putah Creek Coordinating Committee    | Multi-jurisdictional advisory/governing body for Putah Creek  |        | <a href="http://www.scwa2.com/home/showdocument?id=1240">http://www.scwa2.com/home/showdocument?id=1240</a>   |
| Open Space   | Lower Putah Creek Watershed Management Plan | Restoration plan for Putah Creek- Phase I   | 2005   | <a href="http://www.scwa2.com/home/showdocument?id=1402">http://www.scwa2.com/home/showdocument?id=1402</a>   |
| Open Space   | Lower Putah Creek Watershed Management Plan | Phase II  | 2005   | <a href="http://www.cityofwinters.org/wp-content/uploads/2018/05/VegPlanFinal121807.pdf">http://www.cityofwinters.org/wp-content/uploads/2018/05/VegPlanFinal121807.pdf</a>                                     |
| Open Space   | Putah Creek Park Vegetation Management Plan | Guidance document for the ecological restoration of Putah Creek Park.                                   |        |   |

