

**City of Williams 2010-30 General Plan
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Introduction and Vision

Chapter 1

Williams is a growing agricultural community of 5,123 people (2010 Census) that offers an outstanding value and quality of life for its citizens. As a freestanding community, Williams exists as a node of development along Interstate 5 in Colusa County, in California’s Central Valley.

The neighborhoods and business areas create sufficient mass that Williams serves as a sub-regional convenience commercial center for its home community as well as residents residing in the outlying parts of Colusa County. As the City expands, there is optimism that Williams will be able to sustain a wider variety of regional shopping resources, more convenient local services, and new industries.

In the coming years, the City’s location 70 miles northwest of Sacramento will increasingly create the effect of an entrance to the Sacramento region, which in recent years has been experiencing growth at a rate that is double to that of California. Abundant rail and highway access creates additional economic development opportunities as businesses take advantage of Williams’ strategic location. Conversely, Williams is also the gateway for persons traveling northward to California’s abundant fishing and hunting resources. Additionally, the City is conveniently situated near the foothill hunting areas and highly regarded Sacramento River fishing areas.

Besides the land and connections needed to expand its base, the City has grown in large part due to its balance between a high quality of life relative to its medium-priced housing opportunities for a largely working population. Williams’ downtown, as well as other local shopping and activities present many opportunities for growth and redevelopment.

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The challenge Williams faces is that it must bring certain parts of the City up to the standards of its more attractive areas in order to support take advantage of its opportunities. In doing so, the City will be in a better position to compete for the type of development, redevelopment, and reinvestment that it desires.

Opportunities and Challenges

SUSTAINABLE GROWTH

The residents of Williams value stability and sustainability. They want growth to be slow and incremental, connected to and in character with the community's historical development patterns. In other words, the community wants to keep its "small town" character. In this respect, the land use pattern of much of the recent development east of I-5 stands in contrast to the highly imageable character of the older west area.

CONNECTIVITY AND UNIVERSAL ACCESS

Closely related to the vision of steady, incremental, sustainable growth is the desire of the community to improve its multi-modal connectivity. The near-downtown grid pattern should be continued and reinforced (which will also facilitate transit). Sidewalks should be designed for universal access and installed along all streets. The community also seeks to improve and interconnect its park and trail system.

DIVERSE ECONOMY

The creation of good jobs for the next generation is a critical need. The City envisions further development of its retail and industrial economy to reduce its prevailing dependence on the agricultural and service sectors for future employment.

DOWNTOWN

The City envisions the rejuvenation of its downtown. The vision is to promote infill development and redevelopment in the downtown area and eventually expanding its boundaries to create a stronger connection to the surrounding residential areas.

HOUSING

Much of Williams is relatively young and needs housing products to accommodate family living at a wide range of income levels. The City envisions increasing the range of housing options that are available to its residents, including the development of more mixed-income housing that is convenient to the downtown area.

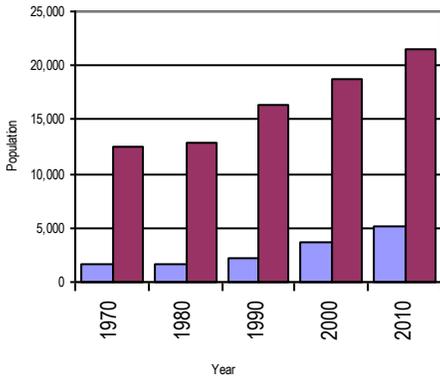


Figure 1.1 Williams and Colusa County Population Trends

Source: U.S. Census (1970 to 2010)



Williams Downtown

NONRESIDENTIAL DEVELOPMENT

The City envisions increasing nonresidential development in a manner that better calibrates jobs and housing, results in an influx of daily commuters, and provides additional tax revenues to support City services. The City is well-positioned to take advantage of the regional access afforded by its two Interstate 5 interchanges.

REGIONAL ROLE AND COORDINATION

The City envisions strengthening its ties to Sacramento and nearby communities with better public transportation, and intergovernmental coordination to enhance its significance on the Interstate 5 corridor.

ENVIRONMENTAL QUALITY

Additionally, residents of Williams value the quality of the City's environment and want to preserve and protect it. Farmland, stream protection, and water conservation are important to the community. Many also view the community's commitment to environmental quality as an economic development tool. Green building, alternative transportation, biofuels, and the like were opportunities presented as desirable industries for the community.

Context

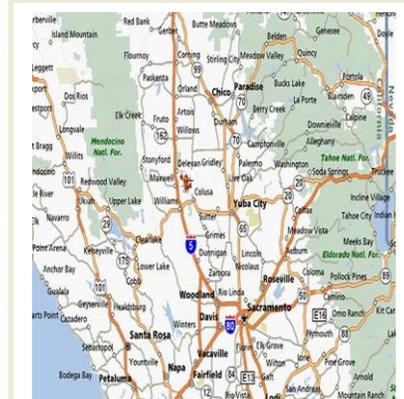
GENERALLY

Planning is not new to Williams. The City's earlier General Plan was created and adopted more than 20 years ago. Moreover, the City has frequently conducted surveys and special studies since the previous plan was adopted. Examples of these City and County studies include:

- City of Williams Senior Housing Site Feasibility Analysis, 2006
- Colusa County Economic Development Plan, 2002.
- Economic Development Plan for the City of Williams, 2002
- Williams Park and Recreation Master Plan, 2006
- Redevelopment Plan for the Williams Redevelopment Project Area, 2011
- Williams Storm Drainage Master Plan, 2007
- Colusa LAFCO, Draft City of Williams Municipal Service Review, 2011

RELATIONSHIP TO STATE PLANNING MANDATE

Under Section 65358(b) of the Government Code, the City may not amend any of the mandatory elements of the General Plan more than four times in any calendar year. Subject to this limitation, the City Council may amend the plan at any time of which each amendment may include more than one change. This requirement, however, is not applicable to amendments requested and necessary to address affordable housing and/or any amendment



Williams is strategically located

to comply with a court decision in a case involving the legal adequacy of the General Plan.

Pursuant to Section 65580, the housing element must be completed not less often than at five-year intervals. The current Housing Element Draft was completed in 2011, and its findings have been integrated into the other elements of this General Plan update.

In conformance with Section 66001, financing plans (known as nexus studies) that provide justification for mitigation fees adopted to implement the General Plan must be reviewed after five years and annually thereafter.

Prior to the consideration and adoption of this plan, the following process steps will be followed:

1. Refer the General Plan to those with jurisdiction in the area of influence, including the county and any abutting cities; unified school district; local agency formation commission, area wide planning agency; public water system; the California Native American tribe.
2. Attend a meeting with any elementary, high school or unified school district, as requested.
3. Conduct consultation with California Native American tribes, as applicable;
4. Hold at least one public hearing before the Planning Commission before approving a recommendation on the adoption or amendment of a general plan. (If the plan would affect the permitted uses or intensity of uses of real property, notice of the hearing shall be given pursuant to Section 65091.)
5. Planning Commission makes a written recommendation on the adoption or amendment, which will be sent to the City Council.
6. Hold at least one public hearing before the City Council.
7. Adopt or amend the general plan by resolution by an affirmative vote of not less than a majority of the total membership of the City Council.
8. Send a copy of the adopted general plan to all public entities specified in Section 65352.
9. Make a copy of the plan available to the general public.

The adopted General Plan must be available to the public at all times. It is advised to have it available both at City Hall as well as a public library. The complete plan, including consolidated and independent elements must be available, together with all applicable plans, maps, supporting text and tables, and any and all amendments since the last update. All components of the plan must also be available for reproduction.



Williams City Hall

A Capital Improvement Plan (Program), or CIP, is a short-range plan, usually one to five years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. Essentially, the program provides needed public improvements that implement a city's share of its general plan.



Pursuant to Section 65402, the acquisition or disposal of real property, vacation or abandonment of streets, and construction of public buildings or structures may not occur until and unless it has been reported on by the planning agency as to its conformity with the plan. Furthermore, a capital improvement plan may not be carried out if it is not consistent with the General Plan. Lastly, all private development projects must be reviewed for their consistency and conformity with the adopted General Plan. If a project is inconsistent in any manner it must be denied or the plan amended.

About this General Plan Update

This plan offers a strategic policy framework for both the corporate limits and the Sphere of Influence (SOI). The objective of the plan is, therefore, to provide guidance for decisions relating to the future use of land, community character and design, housing and neighborhoods, economic development, circulation and mobility, open space and recreation, resource conservation and management, and public facilities and services.

The horizon of this plan is the Year 2030. Over this period, Williams will be facing many challenges in achieving its development goals. It is the intent of this plan that the policies and associated goals and recommended implementation strategies serve as a framework for community decision-making. To ensure growth that is both wise and sustainable, decisions must be based on a formulation of sound policy and founded by a comprehensive and integrated approach to analyzing community issues and identifying realistic solutions, as set forth in this plan.

Stages of the Planning Program

It is recognized that conditions have and continue to change since the adoption of these elements, due to the pending availability of water and hence, population growth and development. As such, City Council initiated the preparation of the Land Use element of General Plan. The scope was then further expanded to update the remaining elements of the General Plan with the exception of housing. The existing housing plan was prepared in April 2011 and will soon be adopted. This General Plan Update includes the following elements:

- Chapter 1 – Introduction and Vision
- Chapter 2 – Background Analysis
- Chapter 3 – Land Use and Character (Element 1)
- Chapter 4 – Public Safety (Element 2)
- Chapter 5 – Public Facilities (Element 3)
- Chapter 6 – Noise (Element 4)
- Chapter 7 – Open Space and Conservation (Element 5)
- Chapter 8 – Circulation (Element 6)
- Chapter 9 – Housing (Element 7)

"To ensure growth that is both wise and sustainable, decisions must be based on a formulation of sound policy and founded by a comprehensive and integrated approach to analyzing community issues and identifying realistic solutions, as set forth in this plan."

It is expected that the next logical step will be to invest in an implementation effort to set the vision and recommendations of this plan into motion. Such implementation process will include revision of existing ordinances and crafting new standards and regulations, consistent with the vision expressed by this adopted public document. Subsequent to this step, the above plan elements and their corresponding implementation will follow.

Value of the Plan Development Process

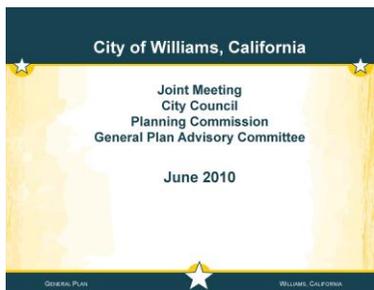
Undertaking this planning process was highly valuable for the community – both leaders and citizens alike – since it provided an opportunity to think beyond the normal day-to-day issues. This process allowed the community to think grand in scale by examining its historical, current, and projected growth and development within the City and its Sphere of Influence. The nature of the planning process also required the community to consider the interrelationships among a variety of long-range planning issues. For instance, there was evaluation of how the City’s future land use and growth patterns will affect the requirements to widen streets and improve major intersections. In addition, it allowed discussion as to the impact of individual development projects on the agricultural character of Williams, recognizing the rippling affect that transpires over the course of time.

Further to encouraging broad, long-term, and integrated thinking, the planning process provided a means for members of the public to identify the community they want now, and more importantly, in five, ten, and twenty years – and beyond. It was an important step in this process to allow citizens opportunities to identify their vision and further, to encourage their participation in planning for the future. The ability to successfully implement this plan is directly correlated to the amount of citizen participation and the sense of ownership derived from the plan development process.

The vision expressed by residents of this community was transcribed and formed into a series of goals and policy statements, each of which are contained within respective chapters of this plan. Collectively, they will serve as a guide for the City Council, Planning Commission, City staff, and other boards, committees, and groups in their decision-making and administrative activities over both the short- and long-term.

Benefits of the Plan

The General Plan provides long-term policy direction. In so doing, the plan offers community leaders and residents the following benefits:



The planning process involved at-large citizen interviews with a citizens’ General Plan Advisory Committee to provide oversight.



- Establishes policy direction for future development and redevelopment, providing decision-making guidance to members of the Planning Commission, City Council, City staff, as well as the community at-large.
- Identifies recommendations contributing to future work programs for the City.
- Sets out basic principles for maintaining and enhancing the character of existing and future neighborhoods, leading to the formation of new land use regulations.
- Identifies improvement needs and priorities for use by City management to guide budgeting and capital programming decisions.
- States the municipality's intentions regarding the physical development and infrastructure investment, ultimately creating an improved level of certainty for landowners and developers.
- Communicates to citizens the type, pattern, and density of future development, thereby flagging the impact of development on private property.
- Coordinates transportation and infrastructure improvements with development, creating an integrated development framework.
- Lays out the future economic and physical development of the community, which is useful to other local, State and Federal agencies engaged in the provision of programs, services, and facilities.

Envisioning the Future

A clear vision of what the community aspires to achieve is the first step in charting a path to address the complex decisions facing it in the short- and long-term. A vision describes the community's preferred future, offering direction for the goals, objectives, and policies that provide a framework for future planning, development, and programmatic decisions.

The Visioning Process

This update was a 15-month process involving a large number of residents and stakeholders representing the diversity of the community and its leadership. The Planning Commission led the process, offering their input to ensure the plan reflects the values and priorities of the community. During the drafting stage of the chapters (both text and maps), a General Plan Advisory Committee (GPAC) made up of citizen representatives provided detailed policy direction and oversight. The Planning Commission was charged with the responsibility of establishing the community's core values and its expectations for the visioning process. They were also involved in reviewing each of the plan elements to offer their insight and ensure the plan is both realistic and able to be implemented.



A vision of what 7th Street could look like in the future as redevelopment occurs.

Background Analysis

Chapter 2

This section of the General Plan Update provides an overall assessment of the demographic, socioeconomic, ecological, and physical conditions, both past and present, that characterize the City of Williams and its sphere of influence (SOI). These factors serve as a foundation for decision-making by identifying opportunities and constraints for growth and development, which has trickle-down impacts on the overall community system. Ranging from transportation infrastructure and public utility systems to parks and recreation facilities, the information feeds into a spectrum of short- and long-term planning goals that are associated with recommendations and action items of this Plan. This Plan will influence how the City operates on a day-to-day basis, but the broader intention is to serve as a resource for advance planning. It will help guide community development in an environmentally and fiscally sustainable manner, with respect to Williams' identity, regional context, and historic tradition.

Methodology

The background study is based on readily available, public information through the City of Williams and its consultant studies/plans, Colusa County, U.S. Census Bureau, California Department of Finance, Natural Resource Conservation Service, and many other local, state, and federal agencies. Several existing and in-progress studies have served as information resources, including, but not limited to, the 1989 Colusa County General Plan, 2004 City of Williams Housing Element, 2002 City of Williams Economic Development Plan, 2003 Williams Fire Protection Authority Development Impact Fee Study, 2006 Williams Unified School District Demographic Study and Facilities Plan, 2007 Draft Citywide Circulation Study, and 2007 Storm Drainage Master Plan. The most up-to-date information has been used to formulate this Plan, referencing a combination of recent county- and state-wide data sources as well as 2000 census data and more recent estimates. Many of the figures will be updatable in 2012 as conclusions from the U.S. decennial census are released.

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Figure 2.1: Comparison Jurisdictions

The cities of Colusa and Arbuckle serve as comparison cities by reason of proximity and size.

Several comparison communities and jurisdictions have been selected to provide context for the City of Williams, when relevant, including the City of Colusa, City of Arbuckle, Colusa County, and the State of California (See **Figure 2.1, Comparison Jurisdictions**). These baseline comparisons signify how Williams is doing relative to other Central Valley communities and the State, elaborating on the “big picture” to better understand the issues and challenges that impact the region.

This section is not intended to be a comprehensive assessment of the City’s demographics, but, rather, as a foundation from which the other elements of this Plan may build upon in their more detailed analyses, policy formulation, and recommendations.

Community Profile

As the Central Valley recovers from the nation-wide economic recession, the City and County conditions indicate positive growth and development, a historic trend that has been upheld in Williams since 1950 when the City had a population of 1,134¹. As the Sacramento metropolitan area expands northward along Interstate-5, the County is expected to grow at a steady rate. In addition to Central Valley growth, 10 percent of Williams’ residents commute 45 minutes or longer, as far reaching as the Bay Area². This means both local and regional changes in the demographic makeup will affect all aspects of the community – from housing and open space demands to roadway and utility constraints.

The following background analysis will provide the status and comparison of historic, current, and projected population trends; historic, current, and projected ethnicity trends; age and gender; employment and labor force statistics; and housing type, value, occupancy, tenure, financing, and development trends.

HISTORIC CONTEXT

Recounting local history promotes a general understanding of the existing urban form and development patterns in Williams.

Among the earliest settlers in the region surrounding Williams was M.A. Britton, who in 1852 located in Spring Valley, about four miles southwest of Williams. William Henry Williams was drawn to the same valley the following year.

Williams was 22 when he left Illinois in March 1850, with two companions bound for the gold fields. Upon arriving in California, Williams tried his hand at mining, clerking at a store in Sacramento, then as a teamster. He wisely invested in livestock, and then made his first trip to the Sacramento Valley.

¹ Source: California State Department of Finance (Historical Census Populations of Places, Towns, and Cities in California, 1850-2000)

² See page 6 for more details. Source: 2000 U.S. Census

In the Valley, Williams raised wheat and barley. In 1854, Williams moved to the present site of the City of Williams to continue farming. He became the principal owner of lands encompassing what ultimately became the City. It is apparent that Williams purchased or received homestead land granted to veterans of the War of 1812 as well as the Mexican War.

The gold rush triggered not only the rapid expansion of agriculture, but also the development of manufacturing and commerce. The major development of the immediate post-gold rush era was the conception of a transcontinental railroad. The first passenger service was offered by the Sacramento Valley Railroad, a short line between Sacramento and Folsom. In 1863, the Central Pacific was under construction as part of an ambitious plan to link the West Coast with the East.

Construction of the Northern Railway would link agricultural communities on the west side of Sacramento Valley. Knowing of the railroads' plans, Williams advertised town lots of 125 by 150 feet with 32 lots per block. In 1876, Williams circulated maps showing the advantages of living here. The first train arrived in Williams on June 23, 1877.

The town quickly became a shipping point for grain. By 1886, the town supported small clusters of commercial enterprises, and by the early 1890's, Williams had the social amenities that accompanied a two story brick school house, two churches, and an opera house.

As the American frontier was deemed officially closed, the emphasis was on culture; education became a priority. In 1911, Williams constructed a large, new high school on the east side of town, which stands today as the Sacramento Valley Museum.

In 1912, C.K. Sweet established the Williams water works. By 1918, Williams was the second largest city in Colusa County, with a population of 1,000. The town boasted of electricity, its new water works, and more paved streets than any town its size in the State. George C. Comstock, Inc. located one of its largest department stores here.

By 1924, commercial enterprises had filled many of the previously empty lots on both sides of E. Street from the railroad tracks to Walnut Street (the old county road). Williams experienced a dramatic change when the automobile age arrived with harness shops, stables, and blacksmiths disappearing. However, the rural character of the town stayed intact.

Despite the depression of the 1930's, the older residential blocks in Williams continued to gradually fill. In 1938, construction of the new city hall was completed. During this time, talks at the Williams Farm Center meetings revolved around the shortage of farm machinery. Other concerns of the time included water purification in the event the town's water supply was cut off.

Post World War II, rice farming boomed, and by 1947, it was the largest crop in California's history. In 1950, construction of the Glenn-Colusa Canal was



authorized as part of the Central Valley Project to bring more surface water to the region. In planning for return to civilian life after the war, the state government set aside funds for highway construction, schools, and other public works in an effort to move from a wartime to a peacetime economy.

In 1955, construction began on the new Williams high school. Californian experienced unparalleled prosperity during that decade. Highway 99 W in Williams was lined with motels, gas stations, repair facilities, and drive-ins. By the early 1960's, it was lined with store fronts advertising A&W Root Beer, 7UP. Mobile, Shell, Standard Oil, Bank of America, cafes, motels, and bowling.

Later growth in Williams has not proven entirely beneficial for the City's historical resources, especially for the buildings that are 50 years or older. The route through town of old Highway 99W is largely stripped of its once familiar landmarks. Construction of Interstate 5 probably had much to do with the demise of many businesses associated with the car culture along Highway 99W.

Steady growth has continued in Williams from just under 2,200 people in 1970 to over 5,000 today.

RACE AND ETHNICITY

Current race and ethnicity data, as reported by the 2010 U.S. Census, are presented in Table 2.1 below for Williams and the State of California. The statistics indicate that Williams' residents are primarily Hispanic and White, but the City also has a significant component of Native Americans. Like many other California communities, Williams is highly multicultural.

Table 2.1a: Race and Ethnicity in Williams, 2010

	Williams		California	
Population by Race				
White	1,706	39.66%	20,606,235	55.43%
Black or African American	44	1.02%	2,248,269	6.05%
American Indian and Alaska Native	916	21.29%	339,417	0.91%
Asian	19	0.44%	4,720,651	12.70%
Native Hawaiian and Other Pacific Islander	100	2.32%	197,993	0.53%
Other	1,517	35.26%	9,060,539	24.37%
Population by Ethnicity				
Hispanic	3,203	74.45%	14,077,745	37.87%
Non Hispanic	1,099	25.55%	23,095,359	62.13%

Source: U.S. Census, 2010.

Note: 921 Williams residents did not respond to the race/ethnicity Census questions

POPULATION PROJECTIONS

The projected population for Williams will serve as an important determinant in future decisions. The information will be used to:

- Quantify the demands on public facilities and services, such as fire and police protection, water and wastewater facilities, transportation and drainage infrastructure, parks and open space, and municipal buildings and staff, among other development impacts.
- Guide advanced planning for new development, coordinate timely provision of adequate infrastructure, and appropriately direct available resources.
- Create an economic development strategy to seize opportunities and overcome foreseen challenges.
- Inform Colusa County, the Local Agency Formation Commission (LAFCO) of Colusa County, and other regional agencies of changes and demands to local- and region-wide networks.

Several models were used to evaluate and decide upon a consensus scenario of Year 2030 population in Williams, as follows:

- Linear.
This model applies a linear regression, projecting populations along a straight line based on historical data between 1980 and 2009.³
- Step-Down.
The step-down model uses Colusa County's population projections to determine Williams' growth rate. Essentially, this method relies on a proportional relationship with Colusa County, assuming an increasing percentage of the population.

Table 2.1b: Historic Growth for Williams and Colusa County⁴

Year	Williams	Colusa County	% of County
1970	1,571	12,430	12.64%
1980	1,658	12,791	12.96%
1990	2,297	16,275	14.11%
2000	3,670	18,804	19.52%
2009	5,287	21,997	24.04%

Since the City has historically represented an increasing percentage of the County's population, a compound annual growth rate formula was applied to determine Williams' proportionate share of the County.

- 2% Fixed
This model applies an exponential regression with a two-percent annual growth rate.

³ Due to slow growth between 1970 and 1980, the time span was shortened to begin in 1980. Source: California State Department of Finance (Population Estimates for Cities, Counties and State, 2001-2009 and Historical Census Populations of Places, Towns, and Cities in California, 1850-2000)

⁴ Source: California State Department of Finance (Population Estimates for Cities, Counties and State, 2001-2009 and Historical Census Populations of Places, Towns, and Cities in California, 1850-2000), U.S. Census Bureau (Population and Housing Units: 1940 to 1990)

- 4% Fixed

This model applies an exponential regression with a four-percent annual growth rate.

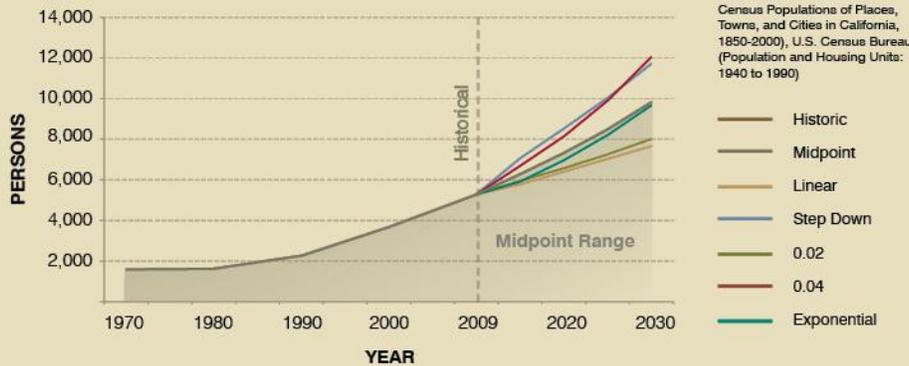
- Exponential Trend

This model applies an exponential regression, projecting populations along a curved line based on Williams' historical data between 1970 and 2009.⁴

The methods of projection place Williams' 2030 population in a range between 7,664 and 12,048 persons. Given the state of the economy and the well documented slowing of development activity, a mid-point estimate of 9,822 persons is considered reasonable as a basis of this General Plan. This mid-point estimate, together with the high and low estimates, will be evaluated among the future growth scenarios.

Population Projections

Figure 2.2: Williams Population Projections



Sources Figure 2.2 and Table 2.2: Kendig Keast Collaborative, California State Department of Finance (Population Estimates for Cities, Counties and State, 2001-2009 and Historical Census Populations of Places, Towns, and Cities in California, 1850-2000), U.S. Census Bureau (Population and Housing Units: 1940 to 1990)

Table 2.2: Population Projections

	Colusa County	Williams	Midpoint	Linear	Step Down	0.02	0.04	Exp.
Year 1970	12,430	1,571						
1980	12,791	1,658						
1990	16,275	2,297						
2000	18,804	3,670						
2009	21,997		5,287	5,287	5,287	5,287	5,287	5,287
2015	26,616		6,279	5,776	7,062	5,954	6,690	5,913
2020	29,588		7,322	6,406	8,525	6,574	8,139	6,966
2025	32,070		8,487	7,035	10,034	7,258	9,902	8,207
2030	34,488		9,822	7,664	11,717	8,013	12,048	9,669

Ethnicity

Source Figure 2.3 and Table 2.3: California State Department of Finance (Population Projections by Race / Ethnicity for California and its Counties 2000-2050)

Figure 2.3: Select Ethnicity Projections

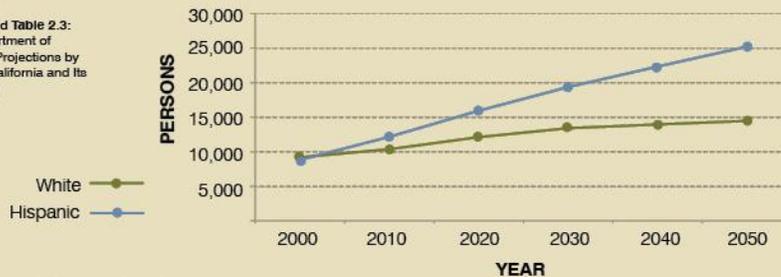


Table 2.3: Ethnicity Projections

Jurisdiction	Total	White	Hispanic	Asian	Pacific Islander	Black	American Indian	Multirace
Colusa County								
Year 2000	19,027	48.3%	46.4%	1.3%	0.4%	0.5%	1.8%	1.2%
2010	23,787	43.6%	51.2%	1.4%	0.4%	0.5%	1.6%	1.3%
2020	29,588	41.0%	53.9%	1.5%	0.3%	0.4%	1.5%	1.3%
2030	34,488	38.9%	56.2%	1.4%	0.3%	0.4%	1.5%	1.4%
2040	38,131	36.6%	58.6%	1.3%	0.3%	0.4%	1.4%	1.4%
2050	41,662	34.7%	60.5%	1.2%	0.2%	0.4%	1.4%	1.5%
California								
Year 2000	34,105,437	47.3%	32.4%	11.0%	0.3%	6.5%	0.5%	1.9%
2010	39,135,676	42.0%	37.1%	12.0%	0.4%	5.8%	0.6%	2.1%
2020	44,135,923	37.4%	41.4%	12.5%	0.4%	5.4%	0.7%	2.2%
2030	49,240,891	33.3%	45.4%	12.9%	0.5%	5.0%	0.7%	2.3%
2040	54,266,115	29.5%	48.9%	13.1%	0.5%	4.7%	0.7%	2.4%
2050	59,507,876	26.4%	52.1%	13.3%	0.6%	4.5%	0.7%	2.4%

POPULATION TRENDS

Williams has experienced approximately 32% annual growth over the last 40 years, and approximately 45 percent over the last 20 years despite recent economic shocks.

The immigration of new residents has led the City of Williams to represent an increasing percentage of the county (see page 3).

By 2030, the housing stock will need to nearly double in order to accommodate approximately 150 new residents, assuming persons per household must accommodate the increased capacities associated with the projected growth.

Due to Williams' smaller size compared to larger cities, the local economy may experience more rapid fluctuations with the in (or loss) of a major employer, such as the Woodland Community College satellite facility.

Household size continues to increase. Large households of greater than five persons indicate a demand for a greater supply of larger house sizes with more bedrooms.

DEMOGRAPHIC TRENDS

The City of Williams had approximately 40 percent of residents with Hispanic or Latino origin in 1990 and 70 percent in 2000. (Source 1990 and 2000 U.S. Census).

Colusa County is significantly more homogenous than the state, with a predominance of White and Hispanic residents. Ethnicity projections are not available at the City level from California State Department of Finance between 2010 and 2050.



AGE TRENDS

- ◆ Williams and Colusa County have a younger age distribution, indicating needs for economic, recreational, and social opportunities that accommodate these life stages.
- ◆ Williams has the second largest proportion of children and youth (under 18 years), requiring a greater emphasis on family-oriented, educational, and recreational services and facilities.
- ◆ Although the neighboring City of Colusa has a smaller percentage of children and youth, the City's larger size indicates a greater demand on resources with 5,402 under 18-year-old residents compared to Williams 3,670 (Source: 2000 U.S. Census).
- ◆ Williams has approximately 9 percent less working-age residents (24- to 64-years-old) than the State, which is reinforced by its younger median age.

HOUSING TRENDS

- ◆ Williams has a predominance of single-family detached homes, with a higher percentage of multi-family units than the County but significantly less than the State. As a result, the City has the highest rent values relative to Colusa and Arbuckle. There is a need to expand multi-family development to accommodate more affordable housing.
- ◆ The City only had 33 single-family attached dwellings in 2000, such as townhomes and duplexes; the state averaged three times the proportion of attached units as Williams.

Age

Figure 2.4: Age Groups Distribution

Source Figure 2.4: U.S. Census Bureau (2000)

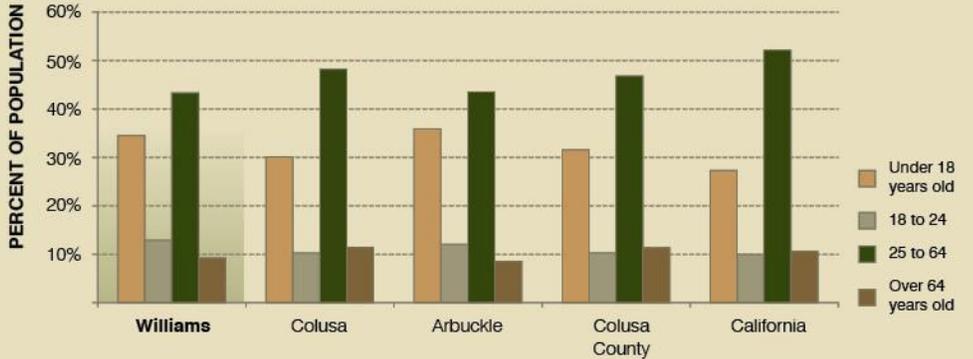


Table 2.5: Median Age

	Williams	Colusa	Arbuckle	Colusa County	California
Combined	26.6	32.0	26.5	31.5	33.3
Male	25.6	31.2	25.6	30.6	32.2
Female	27.8	32.9	27.6	32.5	34.4

HOUSING

Figure 2.5: Types of Dwelling Units

Source Figure 2.5 and Table 2.7: California State Department of Finance for Types of Dwelling Units (2009 City/County Population and Housing Estimates)

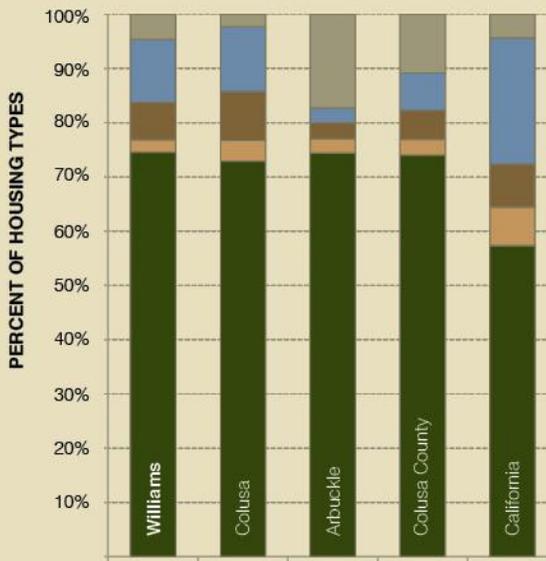


Table 2.6: House Values & Rents

Source Table 2.6: U.S. Census Bureau (2000)

	House Value	Gross Rent
Williams	\$ 96,200	\$ 559
Colusa	\$ 113,500	\$ 505
Arbuckle	\$ 101,800	\$ 463
Colusa County	\$ 107,500	\$ 494
California	\$ 211,500	\$ 747

Table 2.7: Occupancy

	Williams	Colusa	Unincorporated	Colusa County	California
Total Housing Units	1,427	2,207	4,230	7,864	13,530,719
Percent Vacant	4.6%	5.8%	13.6%	9.8%	5.9%
Persons per Household	3.7	2.8	2.9	3.0	2.9

Figure 2.6: Age of Housing

Source Figure 2.6: U.S. Census Bureau (2000)

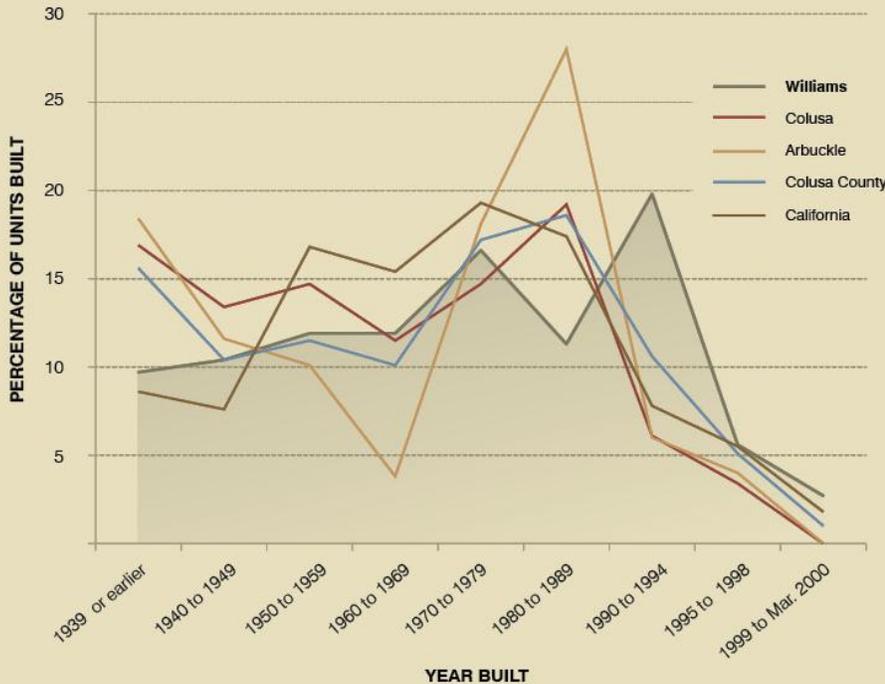


Figure 2.7: Building Permits in Williams

Source Figure 2.7: City of Williams

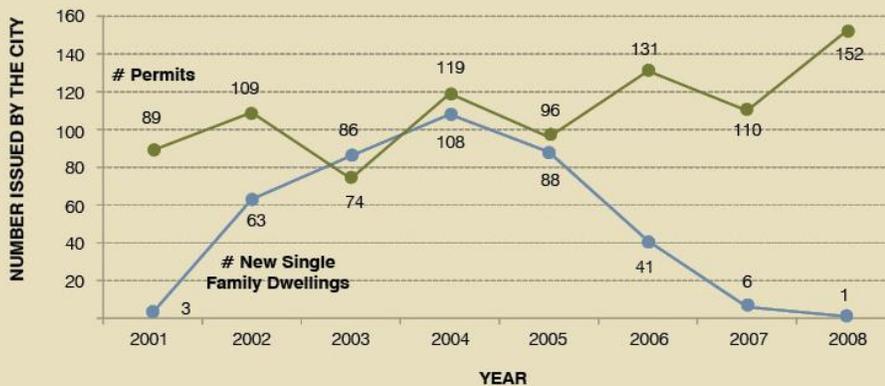


Table 2.8: Home Financing

Source Table 2.8: U.S. Census Bureau (2000)

	Williams	Colusa	Arbutle	Colusa County	California
With a mortgage, contract to purchase, or similar debt	75.2	68.6	78.3	68.5	79.0
Without a mortgage	24.8	31.4	21.7	31.5	21.0
Mortgage Status and Selected Monthly Owner Costs as a Percentage of Household Income in 1999					
Less than 20 percent	31.0	38.8	36.5	35.3	32.6
20 to 24 percent	15.7	13.8	18.2	15.9	16.4
25 to 29 percent	14.7	11.6	16.8	13.6	13.4
30 to 34 percent	10.7	7.1	2.8	7.9	9.6
35 percent or more	27.9	28.0	25.6	26.4	27.4
Not computed	0	0.7	0	0.9	0.5

HOUSING TRENDS (CONT.)

- Williams has the lowest average house value in the area, nearly 12 percent less than the County. Colusa County serves as an affordable housing option in the Central Valley relative to the State.
- Williams' vacancy rate is below the healthy range of available housing stock, 5 to 8 percent, while the rate of persons per household is the highest. With impending growth, there will even greater needs for more housing types and options to meet the changing community.
- A new wave of residential development will be required to support population growth given low vacancy and the decline in housing construction since 1980. Despite a housing spike between 2002 and 2005, the majority of houses in Williams are nearing 20 years old.
- Williams has the greatest percentage of newer houses relative to the County and State, offering homebuyers a good selection among those available.
- Colusa has historically functioned as a housing bellwether for Williams, experiencing housing gains and declines one step ahead. This may serve as a good indicator of what's to come for Williams.
- The number of building permits increased between 2001 and 2008, representing the overall volume of construction activity. The decline in new single-family dwellings likely reflects the recent economic recession.
- A larger percentage of homes in Williams have mortgages relative to Colusa and Colusa County, which is consistent with home ownership trends.



EMPLOYMENT TRENDS

- Williams has a diverse distribution of occupations, with the greatest percentage of service jobs. This sector includes healthcare, law enforcement, fire protection, food preparation, building maintenance, and personal care.
- The agricultural industry is the largest in Williams and Colusa County, followed by educational, health and social services, arts and entertainment, recreation, accommodation, and food services in Williams.
- The presence of the Valley West Care Center offers a large number of healthcare-related positions that fall within the service occupations.
- Williams has the lowest income level in Colusa County and a significantly lower income level than the State. The cost of housing reflects this trend (see Table 2.6, House Values and Rents).
- While most residents live and work in-town, a significant percentage of residents have long commutes. Nearly 40 percent of residents travel 30 minutes or longer and 10 percent commute over 45 minutes, extending as far as Sacramento and the Bay Area.



EMPLOYMENT

Source Figure 2.8, Figure 2.9, Table 2.9, and Table 2.11: U.S. Census Bureau (2000)

Figure 2.8: Occupations in Williams

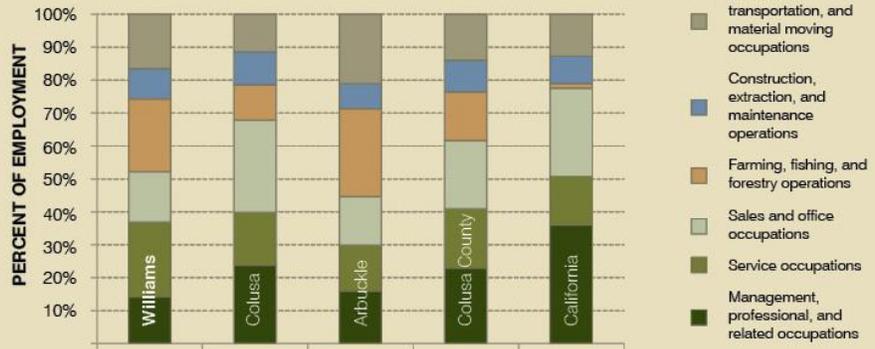


Table 2.9: Industries in Williams

	% Williams	Colusa	Arbutle	Colusa County	California
Agriculture, forestry, fishing and hunting, and mining	32.7	18	32.5	26	1.9
Construction	4.6	3.5	2.9	4.4	6.2
Manufacturing	8.9	5.8	11.3	7.7	13.1
Wholesale trade	3.7	6.2	4.3	4.9	4.1
Retail trade	5.4	12.5	8.4	8.7	11.2
Transportation and warehousing, and utilities	3.4	2.7	9.2	5.4	4.7
Information	1.2	0.2	0.4	0.5	3.9
Finance, insurance, real estate, and rental and leasing	1.9	5.3	3.9	3.3	6.9
Professional, scientific, management, administrative, and waste management services	2.6	7.5	1.5	4.6	11.6
Educational, health and social services	15.6	15.3	15.5	15.6	18.5
Arts, entertainment, recreation, accommodation and food services	14.0	7.7	6.3	8.5	8.2
Other services (except public administration)	3.3	7.4	1.6	5	5.2
Public administration	2.8	7.8	2.2	5.5	4.5

■ Largest Industry
■ Second and Third Largest Industries

Table 2.10: Median Household Income

	1999	2006-2008
Williams	\$ 32,042	-
Colusa	\$ 35,250	-
Arbutle	\$ 35,463	-
Colusa County	\$ 35,062	\$ 50,288
California	\$ 47,493	\$ 61,154

Source Table 2.10: U.S. Census Bureau (2000, 2006-2008)

Table 2.11: Location of Employment in Williams

	Inside County	Outside County
Williams	89.7	9.7
Colusa	83.9	16.1
Arbutle	73.6	26.4
Colusa County	80.3	19.6
California	82.9	16.5

Figure 2.9: Travel Time to Work for Williams' Residents

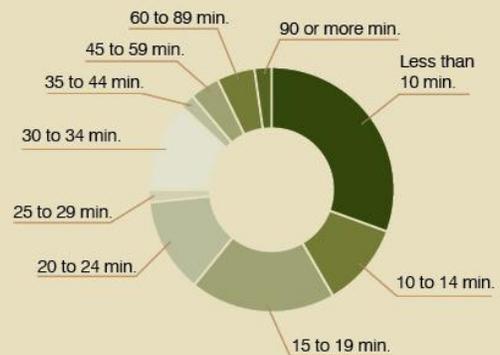
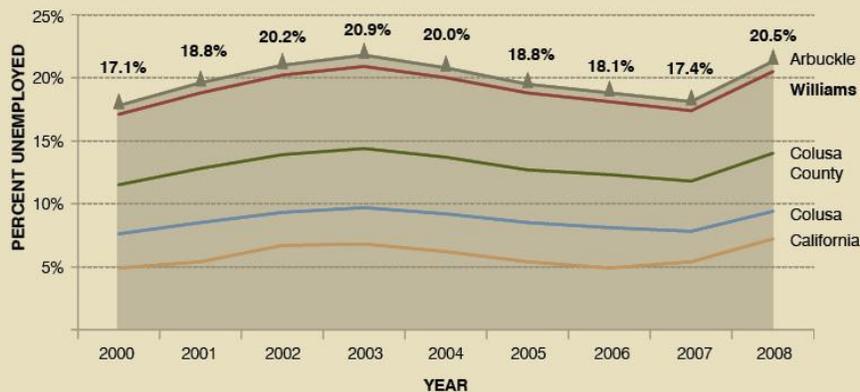


Figure 2.10: Unemployment Rates

Source: Figure 2.10: California State Economic Development Department



EMPLOYMENT TRENDS (CONT.)

- ♦ Williams is experiencing a period of very high unemployment rates, significantly higher than the County and State.
- ♦ In context of Williams’ agricultural economy, seasonal employment has negative impacts on the unemployment rate since these employees are let go during dormant seasons. This has a direct on housing and housing types, as the City must accommodate transients (Source: 2002 Economic Development Report).

Economy

REGIONAL MARKETING

Williams’ economy ties into a regional network of producers, consumers, and the organizations and agencies that represent them. The following regional partners advocate, support, and/or fund the economy on behalf of Williams, Colusa County, the Agricultural Heartland, and Upstate California.

Table 2.12: Regional Partners

Organization	Jurisdiction	Primary Role
Colusa County Chamber of Commerce	Colusa County	Support and enhancement of the business community
Colusa County Economic Development Corporation	Colusa County	Recruitment and retention of businesses
Colusa County Partnership Advisory Council	Colusa County	Comprehensive aspects of economic development from the perspective of government, education, medical, and businesses
North Central Counties Consortium	Colusa, Glenn, Lake, Sutter, and Yuba counties	Employment and training services and programs
Great Valley Center Inc.	18 counties	Build support for the Great Valley region as a distinct region
Upstate California Economic Development Council	20 northern California counties	Promotion of population and job growth.
United State Department of Agricultural	United States	Financing
U.S. Department of Commerce Economic Development Administration	United States	Financing options, with particular emphasis on infrastructure

Source: 2002 Economic Development Plan



LEADING INDUSTRIES

More than 60 percent of Williams' economy is tied up in agriculture; educational, health, and social services; and entertainment, accommodation, and food services.⁵

Agriculture

Agriculture is the leading industry in the City and County, with rice, fruit, nuts, and vegetables as the major crops grown and manufactured in the City.⁶

- The City's relatively flat topography and fertile soil promotes rice production, one of the largest crops for the region.
- Several large tree orchards are located immediately to the south of the City limits, including almond, walnut, prune, grape, and nut production.
- Tomatoes, seed crops, and alternative fresh market vegetables are a major component of the economy. In 1995, the Morning Star Packing Company located the State's largest tomato processing facility in Williams.⁷

Education, Health, and Social Services

The Valley West Care Center is the second largest employer⁸ in the community, serving as a 99-bed nursing facility with a range of health care service amenities. Williams Unified School District is the third largest employer, later followed by the City of Williams and the California Highway Patrol. The arrival of the satellite campus of Woodland Community College will increase the influence of this sector and bring a new demographic of potential residents and commuters to town.

Entertainment, Accommodation, and Food Service

The City's convenient location along I-5 promotes a larger tourism base than communities located further inland. Historic mainstays, such as Granzella's Restaurant and Inn, attract visitors and employ a significant number of local residents. Many of these accommodation and service-related jobs pay minimum wage and are run by corporations, franchises, and/or absentee business owners, such as McDonald's, Ramada Inn, and the Shell service station. As the Valley Ranch Business Park develops, the economic and occupational diversity will benefit the entire community.

HISTORIC AND ARCHEOLOGICAL RESOURCES

Information center staff identified 10 listings located in and around Williams on the State Office of Historic Preservation of Properties in the Historic Data File for Colusa County. These are:

- 439 10th Street: Residence constructed in 1925*
- 460 10th Street: Residence constructed in 1925*
- 441 9th Street: Residence constructed in 1900*
- 1491 E Street: Williams High School, constructed in 1911
- 834 North Street: Residence constructed in 1905*

⁵ 2000 U.S. Census Bureau, see **Table 2.4, Industries in Williams**, for more details.

⁶ Source: 2002 Economic Development Plan

⁷ Source: Morning Star Packing Company

⁸ Source: 2002 Economic Development Plan, derived from a 2001 Available Workforce Analysis Study conducted by Location Advisory Services



Rice fields dominate the landscape and represent a significant portion of the regional economy.



Granzella's functions as a local landmark that attracts regional tourists to dine and stay in Williams.

- 1201 State Route 99W: Building constructed in 1889*
- Bridge #15C000; Wilbur Springs Road, constructed in 1910
- 3375 Wilbur Springs Road, Wilbur Hot Springs Resort, constructed in 1875*
- Bridge #15-1300, State Route 20, constructed in 1930*
- State Route 20 / Salt Creek Road, constructed in 1920*

The seven structures marked with an asterisk, above, were all determined not eligible for the National Register of Historic Places. However, these structures were not evaluated for the California Register of Historic Places for local listing as a significant historical resource.

The 1911 high school was noted as “appearing eligible” for the National Register or California Register as a result of a specific survey for cultural resource in the 1980’s. The school is listed as a California Point of Historic Interest. However, the listing was made prior to 1998. Bridge #15-0030 was identified during a reconnaissance level field survey.

Williams historic resources need to be precisely identified and then given official recognition. The City could make a start in that direction by partnering with the Sacramento Valley Museum in an effort to document downtown buildings on record forms distributed by the California Office of Historic Preservation. The old commercial district would benefit from rehabilitation. The multi-pronged strategy employed by the California Main Street Program could be used as a model.

The Main Street Program uses public and private sector partnerships to revitalize historic districts like Williams’ downtown. Unfortunately, the current state budget crisis has curtailed the program. However, the volunteer organization, California Main Street Alliance, (CAMSA), keeps the program active by providing communication and training. As the state’s fiscal condition improves, one of the best sources of information will be the California Office of Historic Preservation.

If many storefront alterations occurred before 1960, downtown may be eligible for listing in the National Register of Historic Places. In any case, care should be taken to ensure that renovations of important buildings do not involve the removal of historic materials. Guidelines are provided by the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

A few of the houses in the nearby residential areas need maintenance or restoration. Several have been inappropriately remodeled, while others are vulnerable to a loss of architectural detail if they are remodeled. Original windows, in particular, may be targeted. In addition, old ranch houses and barns at the edge of town and in the outlying areas are of importance to Williams’ heritage. There are also a few industrial buildings such as the wood frame DePue warehouse at 602 5th Street.

Although the original impetus for growth was the railroad, the age of the automobile also significantly affected commerce in Williams. Along Highway 99 W through Williams, motels, service stations, automobile

supply, repair and related businesses flourished. The remaining historic buildings and structures 50 years old and older will be at risk as the City continues to grow.



Fouch & Sons is located at the intersection of E and 7th Streets. The building has been well-maintained and renovated, but it still operates as a pharmacy.



In 1960, Williams High School was converted into the Sacramento Valley Museum that features local 19th and 20th century memorabilia.

In 1980, amendments to the National Historic Preservation Act established a Certified Local Government (CLG) program. The path to CLG status provides local governments with tools to preserve the local heritage. The benefits of CLG status include eligibility for federal grants, special technical assistance, and other opportunities.

When a local government applies for CLG status, it agrees to execute and administer a program to identify and protect historic, architectural, and archeological resources within its jurisdiction. Upon attaining CLG status, the local government becomes a full partner with the California Office of Historic Preservation in protecting cultural resources.

ARCHEOLOGICAL PRESERVATION ISSUES

Prehistoric and historic Native American habitation sites are most often found along creeks and near other water sources. However, dry camp sites used during seasonal gathering and hunting activities away from water sources also occurred. Even though no Native American archeological sites have been documented within the planning area surrounding Williams, the most likely areas of sensitivity for such sites would be the original watershed areas of Salt Creek and Old Cortina Creek. A number of buildings and structures dating back to the founding of Williams were destroyed by fire or simply removed. Historical archeology offers a means of filling in the gaps left in written history. While future development has the potential to disturb or destroy historic archeological resources, particularly sensitive areas would include the older residential, commercial, and industrial neighborhoods in use for 50 years or longer, or were in use 50 or more years ago.

HISTORIC LANDMARKS AND RESOURCES

The City has preserved a diverse collection of landmarks and cultural resources that attract visitors. Although the City does not have any historic landmarks registered through the State of California's Office of Historic Preservation or the National Park Service of the U.S. Department of the Interior, the architecture, amenities, and historical remnants contribute to the community's present and future identity.

The **Williams Arch** was built in 1917 and dedicated to 10 Williams pioneers: H. Brookin, J.S. Gibson, J.C. Stovall, J.W. Brim, J.E. Abel, W.H. Williams, J.O. Zumwalt, A.B. Manor, A. Schaad, A.J. Tully, William Ash, H. Husted, H.P. Eakle, L.S. Wakefield, L. Gaunthier, T.D. Griffin, and John Stanley.

The **Odd Fellows buildings** is a two-story, downtown cornerstone that is in need of significant maintenance. Potential uses include commercial/residential mixed uses and theater ties with the arrival of Woodland Community College.

The **Northern Railway Depot** is one of the first buildings in Williams. It is located on the west side of the Northern railroad tracks on "E" Street, it represents a transportation hub for agricultural distribution and geographic center.

The **W.H. Williams Grain Warehouse** now operates as the mail building for Endeman's Feed Store. This was one of the original town buildings constructed in 1875.

The **J.C. Stovall Grain Warehouse** was built in 1875 on the opposite side of the railroad tracks from the Williams' warehouse. A flour mill and flour grinder were later added, of which Endeman's Feed Store still uses the grinder to make pellets.

The **Fouch & Son Pharmacy** building is one of the oldest in downtown and still operates as a pharmacy. It is now owned by Arthur Fouch & Julia Davison, wife of Pharmacist Frank Davison of Davisons Drug Store.

The **Catholic and Parkside Methodist churches** were erected at the end of the 19th century and are still situated at the intersections of 8th and F Streets and 9th and G Streets, respectively.

The **Sacramento Valley Museum** is a local landmark, originally serving as the Williams High School from 1911 until the 1956. As the school board prepared to shut it down, Lulu Salter led the effort to form the Sacramento Valley Association and transition the building from a school to a museum.

Williams Home was built by the town founder, W.H. Williams in the 1870s at 9th and Fst. Streets. It was built from brick transported from Marysville.

Historic shotgun and brownstone houses are scattered throughout the western half of the City and represent Williams' origins. These structures could be remodeled and serve as affordable housing options.

Land Use

EXISTING LAND USE

The 1988 General Plan outlined 14 land use categories (see **Figure 2.11, Williams Land Use Designations, 1988**), including the following categories and brief descriptions of densities and building coverages:

- Rural Residential – one unit per acre
- Residential Low Density – four units per acre
- Residential Medium Density – eight units per acre
- Residential Multi-Family – 15 units per acre
- Residential-Professional – Multi-family residential mixed with professional office, 20 units per acre
- Commercial Retail – Maximum building coverage of 60 percent
- Commercial Heavy – Includes indoor/outdoor facilities, maximum building coverage of 60 percent
- Highway Commercial – Maximum building coverage of 50 percent

- Light Manufacturing - Maximum building coverage of 45 percent
- Heavy Manufacturing - Maximum building coverage of 45 percent
- Open Space
- Agricultural Exclusive
- Urban Reserve
- Public Use

USE-BASED LAND USE AND ZONING SYSTEM

The above categories are mostly use-based, meaning that, together with the zoning ordinance, they rely heavily on the use of land. Use-based land use and zoning systems are constructed on the premise that uses can be arranged into a hierarchy, with the “highest and best” use being single-family

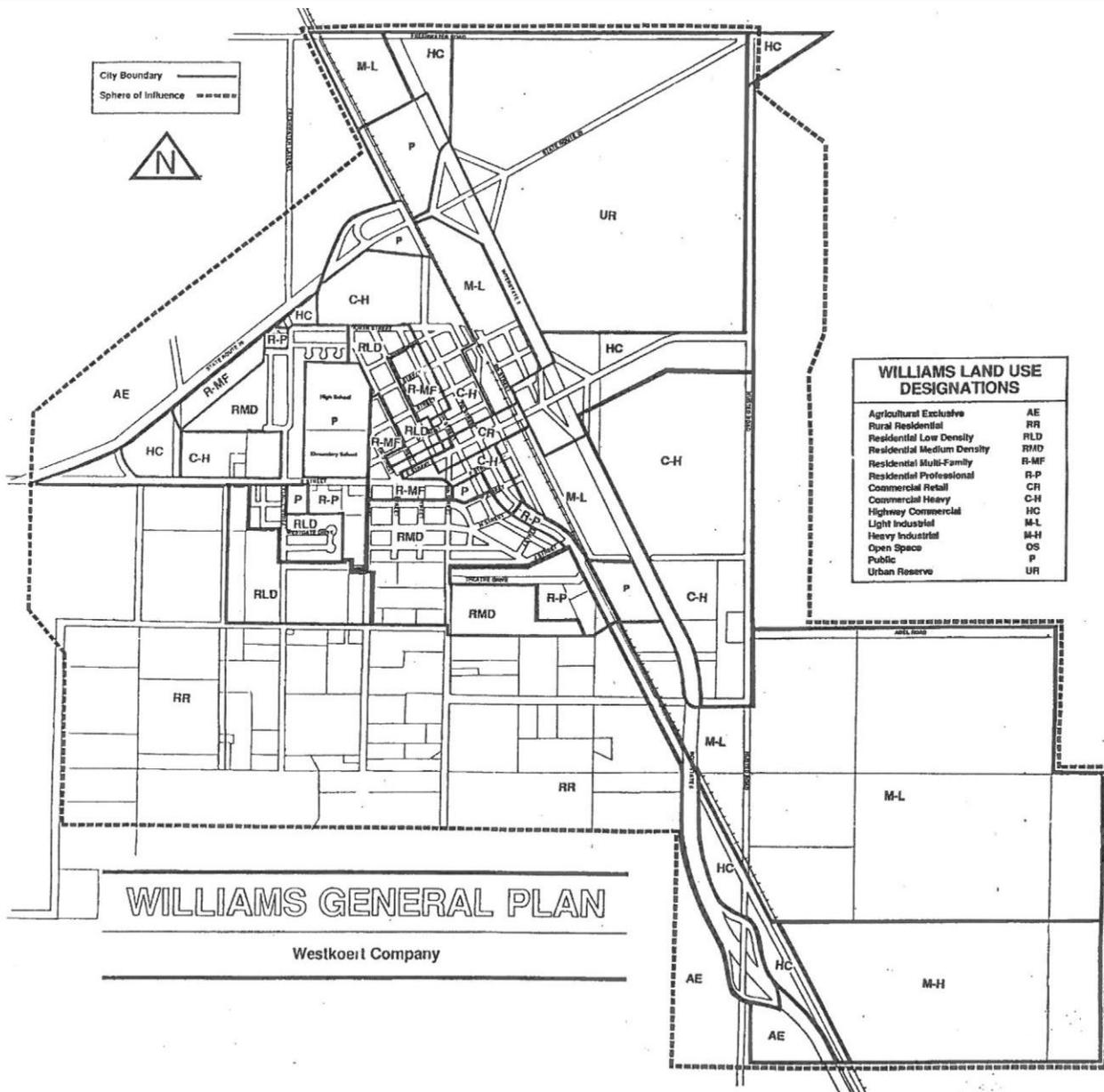


Figure 2.11: Williams Land Use Designations, 1988

residential and the “lowest and worst” use being heavy industry. These systems tend to separate residential uses by lot size, to “protect” large-lot neighborhoods from neighborhoods with small lots.

- Key Features
Development yield is driven by land use, minimum lot or parcel size, and, for nonresidential lots, parking requirements.
- Advantages
Relatively easy to administer; useful where the impacts of certain uses on abutting uses cannot be appropriately mitigated (e.g., it is appropriate to rely on a use-based system to separate a refinery from a residential neighborhood).
- Disadvantages
Relatively inflexible; minimum lot size requirements create incentive to “pave over” undeveloped parcels in order to maximize development yield; use lists tend to get highly specific / complicated over time, in order to carve out exceptions to accommodate proposed developments.
- Application
Use-based approaches are useful for controlling uses that have essentially unavoidable impacts on abutting properties, such as heavy industry, waste disposal, scrap yards, and intensive agriculture (e.g., concentrated animal feed operations).

While the land use categories of the 1988 plan express density and floor area limits they are inconsistent with those allowed by the zoning districts. Furthermore, the land use and zoning districts roughly align with one another, with multiple exceptions, as follows:

1. The Residential Agricultural and Residential Suburban zoning districts both have a minimum lot size of one acre, which is consistent with the Rural Residential land use designation. However, the purposes of these two zoning districts are different, yet they are both presumably allowable within the area classified as Rural Residential on the land use plan.
2. The Residential Low Density land use designation indicates an allowance of four units per acre yet the maximum density of the R-1 zone, given 6,000 square foot lots and 50’ lot widths, is 3.2 units per acre. This means that the densities allowed by the General Plan are not achievable, which leads to highly patterned development in an effort to yield the presumed density.
3. There is no apparent land use designation for the R-2 district, unless it too, is allowable within the area designated Residential Low Density. If so, the density of nearly 5.0 units per acre exceeds the density expressed by the land use designations.
4. The density of the R-3 zone is equal to that of the R-4 zone as the lot areas and widths are the same. Based on the minimum lot size and no provision for open space the allowable density is 15 units per acre, which equals that of the Residential Multi-Family designation. Since the densities are the same these two zones may be combined into a single zone. As such, there is no zone for the Residential Medium Density land use designation.
5. The purpose statement of the R-4 zone indicates that it applies to areas suitable for higher density residential uses and for professional and business offices and institutional uses. While this matches the Residential-

Professional land use designation, offices are not a permitted use within the R-4 district nor are there any regulatory provisions for nonresidential uses.

6. The cumulative nature of the zoning districts allows single family dwellings in all residential districts, meaning that incompatibility is permitted by right. In effect, any residential use is permissible within the R-3 and R-4 zones.
7. The purpose statement of the C-1 zone indicates that it is “to provide for neighborhood shopping centers which will provide convenient sales and service facilities of residential areas, without detracting from the residential desirability to such areas.” However, there is no equivalent land use designation as the Residential-Professional designation allows up to 20 units per acre, which is not desirable for lower density residential areas, and the Commercial Retail designation does not distinguish the scale of neighborhood, community, or downtown commercial retail uses.
8. The C-2 zone appears to be suitable for either the Commercial Retail and/or the Commercial Heavy land use designations, meaning that it is not clear what the intended character of either of these land use designations or the C-2 zone are. Furthermore, there is no front setback required in the C-2 district, which seems to relate to the immediate downtown area, yet the zone is also used elsewhere along the main corridors.
9. The M-L, Limited Industrial, and M-H, Heavy Industrial zones distinguish between different types of uses and the nature of outdoor uses and activities yet they both have the same dimensional standards. These two zones match the land use designations.
10. The Urban Reserve designation is simply a holding category that does not express the intended character of future development. This is not advisable as it gives no clear guidance to the City, and does not give any indication of its compatibility with the adjacent land or development.

CHARACTER-BASED LAND USE AND ZONING SYSTEM

A primarily character-based land use system focuses on the relative relationship among the land areas that are used for buildings, landscaping, and vehicular use areas.⁹ Rather than emphasizing the separation of uses into different land use designations or zoning districts, a character-based system relies upon a mix of open space and intensity controls to ensure that development within each district has a predictable character. From a zoning perspective, the list of uses in character-based systems is simplified compared to use-based systems.

- Key Features

Development yield is driven by density or intensity controls and open space, landscaping, and resource protection requirements. In the case of Williams, the resource protection requirements may be used for the purpose of storm drainage.

⁹ Due to requirements of the California Department of Housing and Community Development, to provide a minimum density standard of 16 units per acre to accommodate more affordable housing opportunities, a more conventional non-character-based land use designation, “Urban Residential High Density” (U-R-HD) has been introduced to this plan. Less than one percent of the City’s area is shown to be designated R-R-HD.

- Advantages

Still relatively easy to administer; provides the most flexibility with respect to site design and development types; enhances opportunities for resource protection, e.g. storm detention, due to as-of-right clustering and open space requirements.

- Disadvantages

There are no disadvantages.

- Application

A character-based land use system works well in “greenfields” and in built environments, where flexibility is desired (e.g., to preserve natural resources and/or allow for variations in lot sizes and housing types as-of-right) and acceptable levels of compatibility can be achieved primarily through building scale and landscaping.

- **Auto-Urban Residential, High Density** refers to the higher density developments, including apartments, retirement homes, and manufactured home parks. They are “auto-urban” due to the percentage of impervious cover devoted to parking and other surfaces.
- **Auto-Urban Commercial** is for the commercial developments that generally have a front setback and on-site parking. A high percentage of the site is impervious, often with greater than 50 percent of the site devoted to parking.
- **Urban Commercial** describes the downtown business primarily along 7th Street but a few along E Street as well. These have no or very little front or side setbacks and occupy a very high percentage of the site.
- **Auto-Urban Industrial** does not necessarily distinguish between light and heavy industrial activity as the site characteristics are similar. This category is for all industrial properties.

Natural Resources and Systems

SOILS

The City is built on an alluvial floodplain formed from sedimentary igneous and metamorphic rocks deposited by the Sacramento River and various channels.¹⁰ The soil is primarily characterized by finely textured, clay soils with slow water infiltration and transmission rates.¹¹ Rice production is common in these poor drainage conditions.

The soils have been assigned to Group D hydrologic group, or high runoff potential soils, that have a high clay content, high swelling potential, soils with a permanent high water table, soils with a clay pan or clay layer at or near the surface, and shallow soils over nearly impervious material.¹² These attributes partly explain the area’s flood frequency and agricultural practices.



Valley Ranch offers a good example of Auto-Urban Residential by way of its similar home styles, identical setbacks, garages facing and accessed from the street, and regular building footprints.



The original town neighborhoods offer a traditional grid street system with a broad variety of housing types, sizes, orientations, and variable front setbacks, and irregular building footprints.

¹⁰ Source: 1988 Williams General Plan

¹¹ Source: 2007 Storm Drainage Master Plan and 1988 Williams General Plan.

¹² Source: 2007 Storm Drainage Master Plan

TOPOGRAPHY

The City's SOI generally slopes from southwest to northeast. The slope is mostly flat with gradient averages in the range of about 0.05 percent to 0.5 percent. Land elevations across the sphere range from 110 feet above mean sea level (msl) to approximately 60 feet above msl.

PARKS AND RECREATION

The Parks and Recreation Department oversees a system of five parks, a municipal pool, and the Sacramento Valley Museum. City facilities accommodate a wide range of activities, including softball, soccer, volleyball, basketball, and tennis. As the City's population grows and new development occurs in undeveloped areas, the City will need to increase its service area and upgrade the amenities. See **Map 2.1, Parks and Recreation System**.

Redinger Park (2.2 acres)

9th Street/G Street

Playground, soccer field, picnic tables and benches, and restrooms.

Venice Park (3.26 acres)

Venice Boulevard between E Street and Westgate Drive

Playground area, baseball field, horse shoe pits, picnic tables, lighted tennis courts, large open play area, and restrooms

Valley Vista Park (11 acres)

Husted Road

Six full-size basketball courts, walking/jogging trail, and nature pond area

Park "B" (7.72 acres)

White Oak Drive

Downtown Park (0.13 acres)

7th and E Streets

park benches

Municipal Pool

Located at the western end of D Street

Amenities include a 105-foot long pool, diving board, slide, and restrooms.

Williams Gymnasium

1491 E Street

3 Acre site

Museum

E Street / Venice Boulevard

Offers regional exhibits and features items from the 19th and 20th centuries.

North View Park (2.3 acres)

Located at the northern end of Virginia Way

Playgrounds, basketball court, soccer field, volleyball court, picnic tables and benches, barbeques, gazebo, dog run, and restrooms.

Valley Ranch Playground (2 acres)

White Oaks Drive / Sierra Oaks Drive

Soccer fields, basketball courts, playground equipment, and restrooms.

CLIMATE

The climate varies from low temperatures ranging from 24 to 44 degrees to high temperatures reaching temperatures of 80 to as high as 110 degrees at certain times of the year. The average annual rainfall is about 14.2 inches per year, with primary rain events occurring in the Fall (October) through the Spring (April).¹³

WATER

Surface Water.

Williams is primarily situated in the Freshwater Creek Basin.¹⁴ One of its tributaries, Salt Creek, runs through the City limits and flows into the Sacramento River, which drains in a southerly direction toward the San Francisco Bay.¹⁵ Spring Creek merges into Salt Creek to the southwest of the City, and Freshwater Creek merges into Salt Creek further downstream to the northeast of the City. See **Figure 2.12, Rivers and Streams.**

The Glenn Colusa Canal, illustrated in *Figure 2.5*, mainly pumps water from the Sacramento River and distributes water across both Glenn and Colusa counties, including Williams. Agriculture is the primary use of water in the County, and the canal is the primary source for irrigation, offering a more affordable option than pumping groundwater.¹⁶ The canal is governed by the Glen Colusa Water District, which is the largest water district in the Sacramento Valley and has a 175,000-acre jurisdiction. It operates on a \$15 million budget and is led by a five-member board of directors.

Ground Water.

Groundwater for Williams’ residents is drawn from the Sacramento River groundwater basin. The source has been historically reliable and of generally good quality, although groundwater closer to Salt Creek is sometimes affected by drainage from saline springs in the upper part of the watershed. The water is generally very shallow within the SOI, with depths estimated to be as shallow as five or six feet

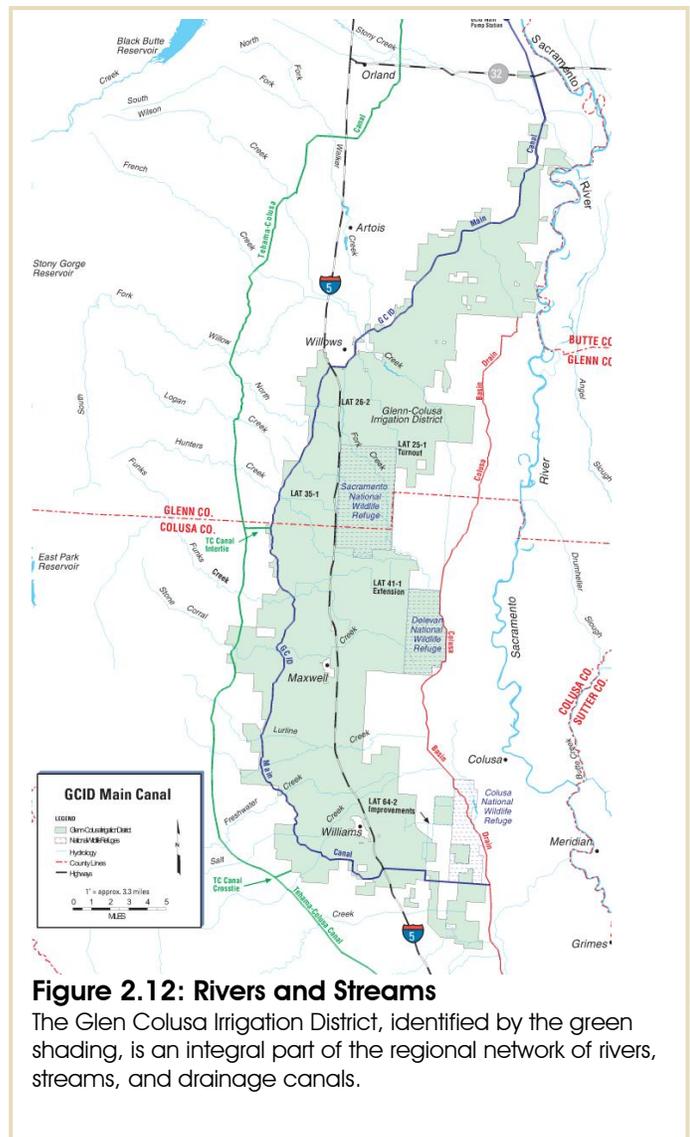


Figure 2.12: Rivers and Streams

The Glen Colusa Irrigation District, identified by the green shading, is an integral part of the regional network of rivers, streams, and drainage canals.

¹³ Synthesized from the Storm Water Master Plan, November 2007

¹⁴ Source: 2003 Flood Hazard Mitigation Study, Technical Memorandum

¹⁵ Source: 1988 Williams General Plan

¹⁶ Source: 1988 General Plan

below ground surface. The actual depth to groundwater varies across the sphere and is subject to seasonal fluctuation.

Quality¹⁷.

Created by the State Legislature in 1967, the State Water Resources Control Board protects water quality by setting statewide policy, coordinating and supporting the Regional Water Board efforts, and reviewing petitions that contest Regional Board actions. The State Board is also solely responsible for allocating surface water rights. The State Water Board has four major programs, among them is water quality. The State Water Board works in coordination with the Regional Water Boards to preserve, protect, enhance and restore water quality. Their major areas of focus include: stormwater, wastewater treatment, water quality monitoring, wetlands protection, ocean protection, environmental education, environmental justice, clean up contaminated sites such as brownfields, and low-impact development.

Infrastructure and Utilities

STORM DRAINAGE

The storm drainage infrastructure in the City is limited to overland sheet flow from southwest to northeast, roadside ditches, valley gutters, siphons, and surface drainage in the streets. There is very little underground storm drains for collecting and disposing storm water runoff. The only neighborhoods that are served by underground storm sewers are the most recent, including the development to the west and north of the school property (generally including Virginia Street, Nicolaus Drive, Brenda Way, Andrew Drive, and Celle Way), as well as the Valley West Neighborhood. There is also a storm sewer line extending southward to Morning Star Tomatoes. Other existing drainage infrastructure includes two detention basins, as described below and several existing drainage outfalls. (see **Map2.2, Proposed Storm Drainage System**).

1. The Eastside Project Detention Basin is located within the Valley Ranch Neighborhood. It is a good example of a joint use project as it serves as a neighborhood park and walking trail for nearby residents.
2. The Nicolaus Estates Detention Basin is located on the west side of Virginia Street south of Nicolaus Street. This facility is dry-bottom and is fenced and gated.

In November 2007, a Storm Drainage Master Plan was completed for the City.¹⁸ The master plan outlined recommended storm drainage facilities that will serve new development areas that are or are likely to be included in the City's Sphere of Influence (SOI). The purpose of this document is to address storm drainage facilities and necessary upgrades to accommodate storm runoff generated under fully developed (build-out) conditions. The assumptions of future land use that served as the basis of the master plan were provided by City staff. The master plan is intended as a guidelines document to identify

¹⁷ California Environmental Protection Agency, State Water Resources Control Board, http://www.swrcb.ca.gov/water_issues/programs/stormwater/

¹⁸ Storm Drainage Master Plan, November 2007, prepared by Storm Water Consulting, Inc. and Civil Engineering Solutions, Inc.

storm drainage facilities needed to serve future development and reduce flooding in existing developed areas.

The drainage infrastructure components outlined in the Storm Drainage Master Plan include the following:

- Detention basins (28 recommended) to store runoff in a manner that reduces peak flows that would otherwise exceed the capacity in downstream drainage channels. These detention basins must be accounted for in the future character and pattern of development.
- Underground storm drain pipelines to serve new development areas. This recommendation should be considered in the context of the development character. For instance, rural and clustered suburban developments may be designed to have sufficient open space to accommodate their drainage without underground infrastructure.
- Open channels, which are proposed to be concrete-lined to convey storm runoff to or between detention basins. Depending on the character and scale of development it may be prudent to evaluate an alternative of dechannelization. Effectively, the same or more volume may be conveyed with broader channels. Given the open space ratios in the rural and clustered suburban districts this may be accomplished. These would serve as an amenity to the adjacent development rather than an unsightly utility structure.
- Pump stations to assist in draining the detention basins where gravity flow is not possible due to the topography.
- Use of existing outfalls with controlled outlets and discharge rates recognizing the limited capacity of downstream outfalls.

Flooding

The northern portion of the community is subject to flooding from Salt Creek. Flowing from west to east, Salt Creek is the most significant drainage feature in the study area. During storms and high water events the culverts beneath the Union Pacific Railroad (UPRR) and north of SR 20 exceed capacity causing water to flow southward along the west side of the railroad tracks and inundating the area north of E Street. The Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA) reflect the areas of flooding to encompass the areas west of Brenda Way (north of E Street) and west of Davis Road (south of E Street), along the northern edge of North Street to Seventh Street where it follows the railroad as far south as I Street. On the east side of I-5 it follows the northern boundary of the East Side Main Drain of the Glenn Colusa Irrigation District (GCID) east to Husted Road and north toward SR 20. See *Figure 2.6, Storm Drainage System*.

The Storm Water Master Plan includes the following recommendations to reduce existing flooding problems:

- A new detention basin on the north side of North Street, with an open channel parallel to North Street;
- A new detention basin near the intersection of B Street and I-5;



Roadside drainage ditches are common in Williams. (shown; Husted Road adjacent to the east of Valley Ranch)

- A new manhole and flap gate at the existing 48” storm drain pipe near Seventh Street and SR20, which would prevent surcharging of Salt Creek into the City via the storm drain the overpass at SR 20 over Seventh Street and the UPRR.
- Upgrades to existing cross drainage culverts along existing drainage ditches to improve capacity.

Recommended Storm Drainage Design Standards.

As they relate to the General Plan and the suitability of future growth and land development, following are the relevant standards outlined in the Storm Drainage Master Plan:

- Underground storm drains (10-year, 24-hour storm); and
- Detention basins (100 year, 24-hour storm peak volume considering pump or gravity outflow rates); in addition to:
 - Integrated recreation elements to facilitate joint-use in conjunction with the design and construction of major permanent detention basins.

The above are particularly relevant to the character of future development. In this context, *character* refers to the density and ratio of open space within each development type, together with other design considerations (street layout and spacing, setbacks, lot widths, access, etc.). The future land use plan will delineate the pattern and character of the future development. The densities and open space ratios may be calibrated to achieve the City’s drainage objectives. Depending on the preferred character of development (urban, suburban, auto-urban, or rural), the local and regional drainage plan and corresponding infrastructure may be handled by different means, including both underground storm drains and detention basins. The drainage master plan and its corresponding infrastructure components must coordinate with the City’s future land use and growth plan.

WASTEWATER COLLECTION AND TREATMENT

The City provides wastewater collection, treatment, and disposal services to approximately 1,250 connections, including both residential and nonresidential users. The limits of municipal wastewater service mostly coincide with the developed portions of the City limits, generally extending from North Street to Theatre Drive on the south, and from Nicolaus Drive on the west to Husted Road on the east (including the Valley Ranch development). (see **Map 2.3, Wastewater Collection and Treatment System**) The system mainly includes six to 10 inch collection lines, with a 21-inch main line to the wastewater treatment plan. In the original town area the pipes are made of transite, which is manufactured from asbestos and concrete. Due to their age many segments are breached and in some cases failing, which has caused significant inflow and infiltration into the wastewater collection system. This is evidenced by an average daily flow of 0.45 million gallons per day (MGD), which balloons to as high as 1.5 MGD during wet weather conditions.

Generally, inflow and infiltration is caused by groundwater seeping into sewer pipes through cracks, pipe joints, and other system leaks. In addition, although not verified, there may also be inflow of rainwater into the

wastewater system from sources such as yard and patio drains, roof gutter downspouts, uncapped clean-outs, pond or pool overflow drains, footing drains, cross-connections with storm drains, and cracks in manhole covers. Infiltration and inflow are the primary factors driving peak flows to the wastewater system, which is a significant consideration in capacity planning and plant operating efficiency.

The wastewater treatment plant, located at 701 B Street, has a flow capacity of 0.5 MGD. The plant is currently being replaced by a new plant that will have the same capacity, but it is expandable to accommodate future growth. Current build-out plans are to expand the plant up to 1.0 MGD, although it may be further expanded in the future.

The Municipal Storm Water Permitting Program of the State Water Resources Control Board regulates storm water discharges from municipal separate storm sewer systems (MS4s). MS4 permits were issued in two phases, as follows:

- Phase I began in 1990, which adopted the National Pollutant Discharge Elimination System General Permit (NPDES) storm water permits for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities.
- Phase II adopted a General Permit for the Discharge of Storm Water from Small MS4s (WQ Order No. 2003-0005-DWQ) to provide permit coverage for smaller municipalities, including non-traditional Small MS4s, which are governmental facilities such as military bases, public campuses, and prison and hospital complexes.

The MS4 permits are relevant to Williams as they require the City (as a discharger) to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP).¹⁹ The management programs specify what best management practices (BMPs) will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations. In general, medium and large municipalities are required to conduct chemical monitoring, though small municipalities are not.

WATER STORAGE AND DISTRIBUTION SYSTEM

The City provides potable water to residences and business, including approximately 2,100 meters. The limits of service are mostly the same as the wastewater service, providing service to the developed portions of the City limits. See **Map 2.4, Water Storage and Distribution System**. The system includes a 100,000 gallon elevated water storage tank, together with three active and two standby groundwater wells. The three active wells include numbers 8, 9 and 10, which collectively pump approximately 2,800 gallons per minute (GPM). The two standby wells have a total pump capacity of 820 GPM, although they each have poor water quality and thus, have not been

¹⁹ MEP is the performance standard specified in Section 402(p) of the Clean Water Act.

reported to the State Board of Public Health. The wells draw ground water from depths ranging from 120 feet to as deep as 500 feet. The source of groundwater is recharge from the hills to the west. Each well pumps directly to the distribution system, which largely includes eight inch water lines. In 1995, a majority of the older four and six inch lines in the original town area were replaced, leaving a few remaining transite and cast iron four and six inch pipes. There are no plans at this time for replacement of these lines.

The average annual water flow is about 400,000 gallons per day, which increases substantially to 1.2 to 1.5 million gallons on a peak day. The month of July is usually the peak month with around 36.5 million gallons pumped. The water system generally runs at 90 percent capacity. The existing elevated water storage tank has an ultrasonic level controller, which monitors the water level and controls the well pumps. As the community develops, an additional ground storage tank and booster pumps will be necessary, preferably measuring up to a 1 million gallon tank.

The State Department of Public Health routinely inspects the water system. Currently, only Well No. 8 is permitted, although Wells Nos. 9 and 10 are expected to receive permits soon.

TRANSPORTATION INFRASTRUCTURE

Williams is located along Interstate 5 (I-5) within the Central Valley Region of California. It is located one hour from Downtown Sacramento along I-5 and two hours from Downtown San Francisco via U.S. 505 and U.S. 80. I-5 continues north through Eugene (415 miles) and Portland, OR (523 miles), Olympia (636 miles) and Seattle, WA (695 miles), and terminating near Vancouver, British Columbia. To the south it traverses Sacramento (59 miles) and Los Angeles (442 miles) and then follows the Pacific Coast through San Diego (563 miles) to Tijuana, Mexico.

Access from Williams to the east and west is by way of SR 20. The State of California in its Interregional Transportation Strategic Plan²⁰ classifies SR 20 as a High Emphasis Interregional Route. It extends westward through Lake and Mendocino Counties connecting with U.S. 101 providing access to Fort Bragg and south to the Bay Area. To the east, SR 20 is a route often used to bypass Sacramento, which connects to U.S. 80 through Tahoe National Forest to Reno, NV.

Existing Roadway Network. The following descriptions of the major roads within and adjacent to Williams is drawn from the Citywide Circulation Study, Draft Report.²¹

- **Interstate 5 (I-5)** is a four-lane freeway that extends throughout California from Mexico to the Oregon border, providing regional access to the City of Williams from Redding, Sacramento, and the San Francisco Bay Area. The facility has an ADT of approximately 60,000 vehicles.

²⁰ INTERREGIONAL TRANSPORTATION STRATEGIC PLAN, "A Plan to Guide Development of the Interregional Transportation System", June 1998, JAMES W. VAN LOBEN SELS, DIRECTOR, California Department of Transportation

²¹ Citywide Circulation Study, Draft Report, Omni-Means, Ltd, October 2007

Within the City's sphere of influence, I-5 has interchanges at Husted Road, E Street and SR 20.

- **State Route 20 (SR 20)** is a state highway facility that traverses in the east-west direction through central and northern California connecting Interstate Highway 5 with Interstate Highway 80. Regionally, SR 20 serves as an inter-regional auto and truck travel route that connects the Central Valley with the Cities of Williams, Marysville and Grass Valley, and Nevada City. Within the City's sphere of influence, SR 20 is predominantly a two-lane arterial.
- **E Street (SR Business 20)** is a two-lane roadway that extends east and west from I-5, connecting with SR 20 and Old Highway 99 to the west and Husted Rd. to the east. The posted speed limit on E Street varies from 25 mph to 35 mph. E Street forms all way stop controlled intersections with 7th Street and 5th Street. The facility has half street improvements as it crosses I-5, without any bicycle lanes.
- **Husted Road** is a two-lane roadway that runs north/south and connects I-5, Old Highway 99, E Street, and SR 20. The facility does not have designated bike-lanes and sidewalks. Old Highway 99 West is a two-lane north south Arterial that traverses parallel to I-5, and connects to it via the Husted Road interchange ramps. Old Highway 99 West traverses through a mixed use commercial and residential areas. This roadway is designated as 7th Street between B Street and Theatre Road.
- **9th Street** is a two lane north-south collector which provides connectivity between central Williams and areas south of the City. The roadway is designated as Zumwalt Road south of Theater Road. 9th Street is stop controlled at the intersection with E Street.
- **12th Street** is a two lane north-south residential collector that begins in the south as a cul-de-sac, and then extends north to E Street. The roadway is designated as Engram Road, south of Hankins Road.
- **Freshwater Road** is a two-lane collector facility that traverses in the east-west direction along the northern City Limits of Williams. Freshwater Road is stop controlled at the intersection with SR 20.
- **Davis Road** is a two lane north-south collector that extends from E Street to the north and extends south of Hankins Road changing the orientation to east/west direction before terminating on Zumwalt Road. This roadway serves as a primary access for the residences along the street.
- **Hankins Road** is a two lane east-west collector extends from Zumwalt Road to the east and changes its orientation to north-south beyond the city limit.
- **Crawford Road** is a two lane east-west street and is split into two segments by I-5. This street extends up

Existing Roadway Classifications

Roadway classification refers to the traffic carrying capacity of individual roads within the citywide street system. The primary roads within Williams are classified as arterials or collectors, defined as follows:

- An arterial street is a major thoroughfare that serves as a major traffic way for travel between and through the municipality. Within Williams these include I-5 and SR 20.
- A collector street has an average daily traffic of 200 vehicles per day or greater and serve as feeders to arterial streets, and collectors of traffic from local residential streets. Within Williams collector streets include E Street, 9th Street, 12th Street, Freshwater Lateral/Grange Road, North Street, Davis Road, and Hankins Road.

Future Roadway Classifications.

The following roadway classifications are proposed by the Citywide Circulation Study:

- **Freeway** – Characterized by high speeds and limited controlled access, freeways primarily serve regional and long distance travel. I-5 is the only freeway through the City of Williams.
- **Expressway** – A highway with restricted driveway access, but with a mix of grade-separated interchanges and at-grade intersections. SR 20 is the only expressway in Williams.
- **Major Arterial** – These streets are generally higher speed, higher capacity transportation corridors that link the community with highways and freeways.
- **Minor Arterial** – Medium speed and medium capacity, these roads are principally for travel between larger land uses within the community.
- **Major Collector (Industrial Street)** – Facilities that may be upgraded to an arterial in the future and usually limit on-street parking to maintain smooth flow.
- **Collector Street** – Relatively low speed and low capacity, collector streets are generally two lanes connecting neighborhoods with other neighborhoods as well as with the arterial system.
- **Local Street** – Local Streets are low speed, low capacity street that provide direct access to adjacent land uses and are typically meant only for local, as opposed to through traffic.

Level of Service (LOS).

Level of service is a qualitative measure of traffic operating conditions, which assigns a grade of A through F to an intersection or roadway segment representing progressively worsening traffic conditions. The levels of service are generally described as follows:

Table 2.13: Level of Service

LOS	Signalized Intersections	Unsignalized Intersections
A	Uncongested operations, all queues clear in a signal cycle.	Little or no delay
B	Uncongested operations, all queues clear in a signal cycle.	Short traffic delays
C	Light congestion, occasional backups on critical approaches.	Average traffic delays
D	Significant congestion of critical approaches. Cars are required to wait through more than one cycle during short peaks. No long queues formed	Long traffic delays
E	Severe congestion with some long-standing queues at critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s)	Extreme congestion
F	Total breakdown, stop and go operation.	Intersection blocked by external causes

The roadways where the estimated traffic condition status drops below a LOS A include:²²

1. Husted Road from Freshwater Road to E Street – LOS C
2. Husted Road from E Street to Abel Road – LOS C
3. Husted Road from Abel Road to I-5 Southbound Ramps – LOS C
4. E Street from Husted Road to I-5 Southbound Ramps – LOS C
5. E Street from I-5 Southbound Ramps to 5th Street – LOS B

Intersections during AM and PM peak hours that are at or below the ideal LOS A include:²³

1. E Street/5th Street (PM only)

Truck Access.

The federal Surface Transportation Assistance Act of 1982 (STAA) has designated certain truck routes through the State of California. Relevant to Williams is I-5 and SR 20, which are designated as National Network and Terminal Access, respectively. These are defined as follows:

- National Network (Federal): The National Network (NN) are federal highways primarily comprised of the National System of Interstate and Defense Highways. The NN routes are not signed for STAA trucks access. NN routes are illustrated as green routes on the State Truck Network Map.

²² 2B, Technical Memorandum, 2010 Circulation Update Study, Omni-Means, Ltd, March 2012

²³ Table 2A, Technical Memorandum, 2010 Circulation Update Study, Omni-Means, Ltd, March 2012

- Terminal Access (State, Local): Terminal Access (TA) routes are portions of State routes or local roads that can accommodate STAA trucks (defined as truck tractor-semitrailer (or double) that conforms to the requirements of the STAA). The State Highway TA routes are illustrated as blue routes on the State Truck Network Map.

Transit Service.

Colusa County Transit provides a Dial-A-Ride system with fixed timed routes to Williams, as well as the communities of Colusa, Arbuckle, Maxwell, Grimes, Princeton, Sites and Stonyford. The agency also provides out-of-county medical transportation on an on-call basis to Chico, Davis, Lincoln, Marysville, Oroville, Roseville, Sacramento, Willows, Woodland and Yuba City. In addition, they provide curb-to-curb service to the general population and door-to-door service for disabled passengers.

Union Pacific: California Northern Railroad (CFNR) Company

CFNR operates freight service in Northern California over 250 miles of leased Union Pacific rail lines, including those that traverse Williams. CFNR provides freight service over the following lines:

- Schellville to Napa Junction, to a connection with UP at Suisun-Fairfield (23.6 miles);
- a branch from Vallejo to Napa Junction to Rocktram (13 miles);
- between a connection with UP at Davis to Wyo to a connection with UP at Tehama (110.7 miles);
- a branch from Wyo to Hamilton (19 miles); and
- Los Banos to a connection with UP at Tracy (54.7 miles).²⁴

Traffic includes lumber, wine, beer, food products, steel pipe, agricultural products and construction material. Train traffic generally includes four to five trains passing through Williams each day. There is no passenger train service to Williams or to Northern California.

There are both restricted and available railroad siding-loading points in Williams. The restricted sites are assigned to specific shippers. The available sites are contracted for through the Agent for the CFNR in Sacramento. The following companies have loading and unloading operations specifically designed for their business operations:

- Morning Star Tomatoes, which is the largest tomato paste plant in the world; and
- Colusa County Cannery, which is located approximately one mile south of the City limits and includes 1,000 foot, dual-directional siding.

²⁴ <http://www.uprr.com/customers/shortline/lines/cfnr.shtml>

Available Sidings include:

- One team siding is available at the corner of 5th Street and E Street; and
- The 10-acre Plank Industrial Park located near the South Interchange (Husted and I-5) has dedicated spur right-of-way along 200 feet of the industrial park.²⁵

Airports.

The Williams Soaring Center is a small, private glider airport, which is located along the east side of Husted Road north of its intersection with E Street. The soaring center has a 2,300 foot paved runway paralleling Husted Road.

The Colusa County Airport is located 12 miles east of Williams. It has a 3,000 foot asphalt runway that accommodates twin engine and small jet aircraft. The general aviation airport offers management, fuel, parking, and car rental services.

Sacramento International Airport is the nearest commercial airport to Williams. It is known as the gateway to Northern California destinations and major cities across the U.S., and the world. Service is available from 13 major carriers and one commuter airline. The airport includes frequent non-stops to: New York City, Newark, Washington D.C., Atlanta, Chicago, Dallas, Denver, Guadalajara, Honolulu, Houston, Las Vegas, Minneapolis, New York, Philadelphia, Phoenix, Portland, Salt Lake City, Seattle, Kansas City, and all major California cities. In calendar year 2009, Sacramento International Airport enplaned 4,456,943 passengers and deplaned 4,457,567 passengers, for 8,914,510 combined total passengers. There are two 8,600' parallel runways, both fully-instrumented for inclement weather operations, and 26 gates.

Public Services and Facilities

BUILDINGS AND GROUNDS

The City of Williams owns and maintains buildings and facilities in several locations across the City, as seen in **Figure 2.13, Municipal Buildings and Facilities**. The City is currently evaluating administrative building capacities and deciding on staff locations.

FIRE PROTECTION

In 1994, the City of Williams and the Williams Rural Fire District assembled as a Joint Powers Authority (JPA) to form the

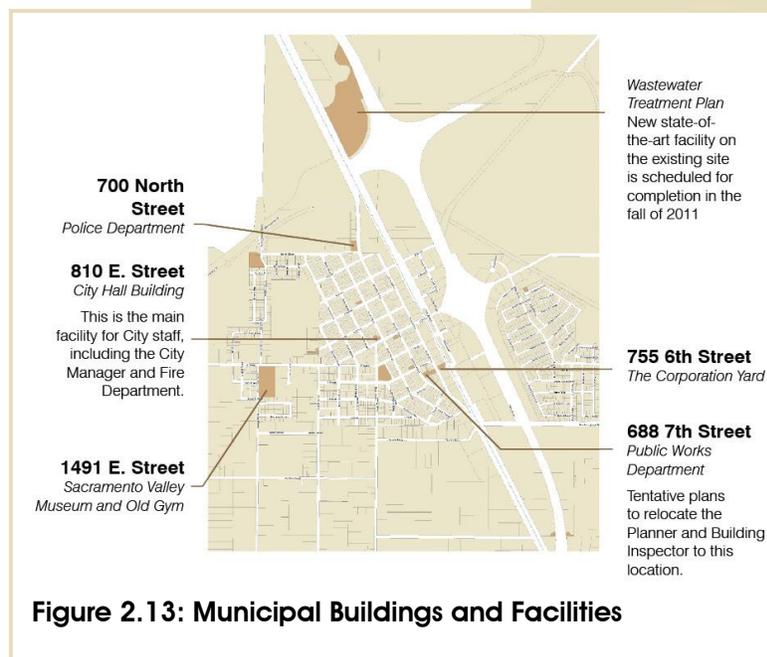


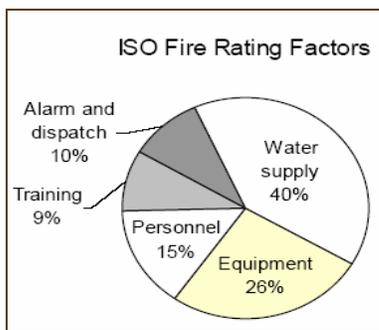
Figure 2.13: Municipal Buildings and Facilities

²⁵ Economic Development Plan, November 2002



It is the mission of the Williams Fire Protection Authority to serve and protect the citizens of the City of Williams Fire Protection District from all disasters, natural or man made. To respond to all calls at all hours of the day and night with the highest professional level of service.

The Insurance Services Office (ISO) collects information on public fire protection and analyzes the data using a Fire Suppression Rating Schedule (FSRS). ISO assigns a Public Protection Classification (PPC) from 1 to 10. Class 1 represents the best public protection, and Class 10 indicates less than the minimum recognized protection.



Williams Fire Protection Authority (WFPA). The authority has a district area that includes the city limits of Williams, together with the surrounding rural area that encompasses approximately 135 square miles. The district area extends north to Bowen Road (half way to Maxwell), east roughly five miles to the boundary of the Sac River Fire District, south approximately five miles to Myers Road, and west to the limits of the State Responsibility Area (SRA). In addition, the WFPA has a service area that extends west to Lake County and south to Yolo County, which expands the entire service area to over 200 square miles. The Authority is part of the California Master Mutual Aid Agreement to provide and seek assistance to and from other fire departments within the state. They also have a contractual agreement with the Lake Napa Unit for fire services in the SRA.

The authority is managed by a full-time Fire Chief and a five person board, which includes two City Council members, two rural fire district board members, and one volunteer firefighter. The staffing includes four full-time firefighters, a two-third time administrative assistant, and 41 volunteer firefighters. The full-time firefighters work two days on and six days off, with one firefighter at the main station for each 24-hour period. All full-time staff and volunteers are trained as Firefighter I and First Responder (basic life support), which includes wild land, structural, confined space (12 rescue technicians), extraction, and basic hazardous materials fire training. There is no hazardous materials team within Colusa County, which draws on the master mutual aid system for any hazardous materials incidents. The authority operates from a single fire station located at 810 E Street, with plans for a future substation on the east side of I-5.

The WFPA is funded, in part, by the City of Williams (\$155,000 general fund, \$70,000 motel tax, and \$7,000 Prop. 172 funds from the City), the rural fire district (\$96,000 in property taxes), \$20,000 of Emergency Medical Service (EMS) revenue, and a \$125,050 Fire Suppression and Protective Services Assessment. The revenue is adjusted annually, as warranted. The estimated fiscal year 2009-10 cost of providing services is \$129,150, which results in a proposed assessment rate, with a Consumer Price Index (CPI), of \$63.37 per single family equivalent benefit unit.²⁶

Chapter 17.112, Development Fees, of the Municipal Code establishes the imposition of a fire facilities development fee on residential, commercial, industrial and other land development projects. The fee is an equitable share of the cost of additional and expanded fire facilities, vehicles and equipment to meet the needs created by new development project. The assessment is established by resolution of the City Council, as amended from time to time. The initial fee was established in 1991 by Resolution No. 91-13, which was amended in 2011.

Equipment housed at the main station includes two Type I (minimal pump capacity of 1000 gallons per minute) and two Type II (minimum pump capacity of 500 gallons per minute) engines, a 77' ladder truck, one water tender and one reserve water tender, a light rescue vehicle, and two command

²⁶ Resolution No. 09-01, A resolution of intention to levy assessments for fiscal year 2009-10

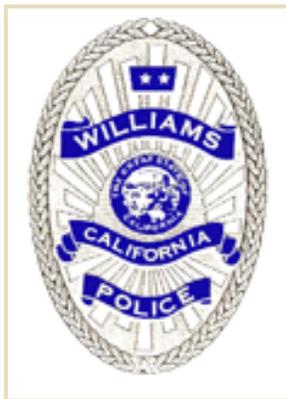
vehicles. The authority has in place a replacement plan, which has resulted in newer, well-maintained fire fighting equipment.

In the most recent complete year (2009), the response to calls totaled 621 incidents. These incidents were distributed to include 56 percent for medical calls, 26.6 percent fire calls, and 17.4 percent for other purposes. Of the 621 calls there were 4,991 total responses, meaning that an average of eight firefighters responded to each call. The calls are reasonably distributed across each month, with a low of 36 calls in February and a high of 70 calls in October. As to the hours devoted to different tasks, there were a total of 4,253 response hours, which included 59 percent of firefighter's time devoted to medical calls, followed by 40.5 percent for fires and 9.5 percent for other purposes. In addition, there were 3,715 hours committed to training, which averages approximately 82.5 hours per full-time and volunteer firefighter.

The WFPA has an Insurance Services Organization (ISO) rating of four in the City of Williams (within 1,000 feet of a hydrant) and a six up to five miles from the fire station. The ISO is an unprotected 10 beyond five miles from the fire station. The reasons for the ISO rating are the limited supply of water on the west side, which includes older five and six inch water lines; limited water storage capacity; and a need for an additional substation east of I-5. It is a goal of the WFPA to respond to fire calls and be on-site 90 percent of the time within six minutes. The authority is operating with an average response time of about seven minutes. The ISO states that an adequate response zone extends one and one-half road miles from the station.

The WFPA participates in a variety of community service activities including free home/business fire inspections, student fire prevention, and involvement in community events. The volunteer firefighters conduct fundraising projects generating about \$20,000 annually for special causes or projects.

POLICE PROTECTION



Police protection services within the City of Williams are handled by the City's Police Department. The department is managed by the Police Chief, plus two sergeants and one detective. There are 10 sworn officers within the department and three non-sworn authorized positions. The non-sworn positions include a police services manager and two police services technicians; one for records and the other for code enforcement. All peace officers have an Advanced Certificate (minimum 40 hours of officer training) issued by the California Commission on Police Officer Standards & Training (POST). This certificate

recognizes the officer's achievement in education, training, and experience.

The service area of the Department is the City limits, which is approximately 4.2 square miles. Outside of the City limits is patrolled by the Colusa County Sheriff's Department. The California High Patrol is responsible for highway patrol along I-5. The City has an unwritten mutual aid agreement with Colusa County for patrol and response.

D.A.R.E. is a police officer-led series of classroom lessons that teaches children from kindergarten through 12th grade how to resist peer pressure and live productive drug and violence-free lives.

The G.R.E.A.T. Program is a school-based, law enforcement officer-instructed classroom curriculum. With prevention as its primary objective, the program is intended as an immunization against delinquency, youth violence, and gang membership.

The Police Headquarters is located at 700 North Street. This 5,400 square foot facility was constructed in 2008 with general fund dollars. It was designed to allow expansion as the City grows in the future. The building includes five offices, conference room, records storage, an interview room and audiovisual observation room, squad room, locker room, and an equipment armory. There are no holding cells onsite as all offenders are transported to the Colusa County Jail. The Colusa County Sheriff's Department handles the City's dispatch services.

The Department is active in teaching Drug Abuse Resistance Education (D.A.R.E) and Gang Resistance Education and Training (G.R.E.A.T) to the students of the Williams Unified School District. They also sponsor a bicycle rodeo for second and third graders, participate in health fairs, and conduct K-9 demonstrations.

HEALTH CARE

The City offers a range of healthcare options from internal medicine to specialties such as elder care, minor surgery, and lab work. Hospitals in the region provide options for higher levels of service.

- Valley West Care Center is a 99-bed nursing home facility in Williams a major employer in the region.²⁷
- Urgent Care and Medical Center is the Williams branch of the Colusa Regional Medical Center, which opened in 2006 and serves the local area. Services include adult medicine, family planning, lab collection services, minor surgery, pediatrics, physical exams, women's health, and workers compensation.
- Colusa Regional Medical Center is a county-wide hospital system with the main 48-bed facility located in Colusa. Services include emergency medicine, adult medical and surgical care, childbirth services, physical rehabilitation, imaging and radiographic services, and other specialties.
- Enloe Medical Center is a six-county regional hospital system, with the main 382-bed facility in Chico. Services include cardiac and stroke care, cancer, emergency medicine, and trauma.
- Woodland Memorial Hospital is a 122-bed hospital facility that is part of the Woodland Healthcare organization, offering the full range of health services.

EDUCATIONAL FACILITIES

The Williams Unified School District provides the primary education for the children of Williams. In all, the district enrolls approximately 1,200 kids, which is divided as follows:²⁸

²⁷ Hospital-Data.com

²⁸ School Accountability Report Card Reported for School Year 2008-09 Published During 2009-10



Valley West Care Center offers healthcare services for the elderly and is the second largest employer in Williams (Source: 2002 Economic Development Plan).

• Elementary (K-3):	373 students
• Upper Elementary (4-6):	290 students
• Junior High (7-8):	165 students
• High School (9-12):	346 students
• Mid-Valley Alternative High School:	24 students
• Opportunity High School (county program)	11 students
TOTAL	1,209 students

The District operates one elementary school, one middle school, one high school, and one continuation high school. All of the Williams public schools are situated on a 52-acre complex, situated along E Street in the heart of the community. Over 80 percent of the student population is considered economically disadvantaged. The migrant work camp in Williams houses families that provide farm labor. The camp operates from mid-April until the end of October each year. The migrant population constitutes approximately one-third of our school population. Hispanics or Latinos constitute nearly 80 percent of the enrollment, followed by 14.6 percent White students.

The district has a 96 percent graduation rate, including 14 percent of pupils who completed a Career Technical Education Program and earned a High School diploma. Of the graduates, 36 percent completed all courses required for University of California or California State University admission.

The enrollment has grown from 944 students in the 1996-97 school year, which decreased until the 2002-03 school year when the enrollment was 982 students. It has grown steadily each year since. The projected enrollment for the 2015-16 school year, based on projected residential development and the student generation rates, reflects a low to high range of roughly 1,719 to 2,855 students, with an expected growth scenario of 2,265 students. This is an 87 percent growth rate of the current enrollment of approximately 1,209 students. This reflects 3,012 unhooded enrollments, which is the difference between the projected enrollment and the existing school building capacities.²⁹

In 2006 a Demographic Study and Facilities Plan was prepared for the district. The purpose of the plan was to determine the factors that will influence future enrollments, to prepare student enrollment projections, and to help determine the general facility needs in the next decade and through build-out. Key recommendations of the plan include:

- The District should consider opening a new K-5 elementary school by 2008-09, with consideration as to the opening and eventual capacities of the new school.
- The District should add a new kindergarten/first grade complex to the Williams Elementary School, which has occurred in the facilities along Virginia Street.
- The District should consider changing the grade configuration of Williams Elementary School, in conjunction with the opening of a new

²⁹ Source for Figure 2.9, Conceptual Enrollments and Facility Needs at Buildout, Demographic Study and Facilities Plan, April 2006, SCI Consulting Group

K-5 elementary school. This would delay the need for an expansion of Williams Middle School by five to eight years.

- A conceptual master plan shows that the current school site could be expanded to accommodate approximately 1,400 additional students. The District should consider expanding 6-8 and 9-12 facilities on the current site.

Based on the above Demographic Study and Facilities Plan, the Williams Unified School District has proposed four school sites. See **Figure 2.14, Proposed General Plan School Sites**. These school sites will influence the patterns of future growth and development during the horizon of this General Plan. Furthermore, the projections and land use assumptions found during the course of this General Plan Update, together with the recent economic slowdown and shifting housing market, will warrant re-evaluation of the projected development, school enrollments, and the timing of facility needs.

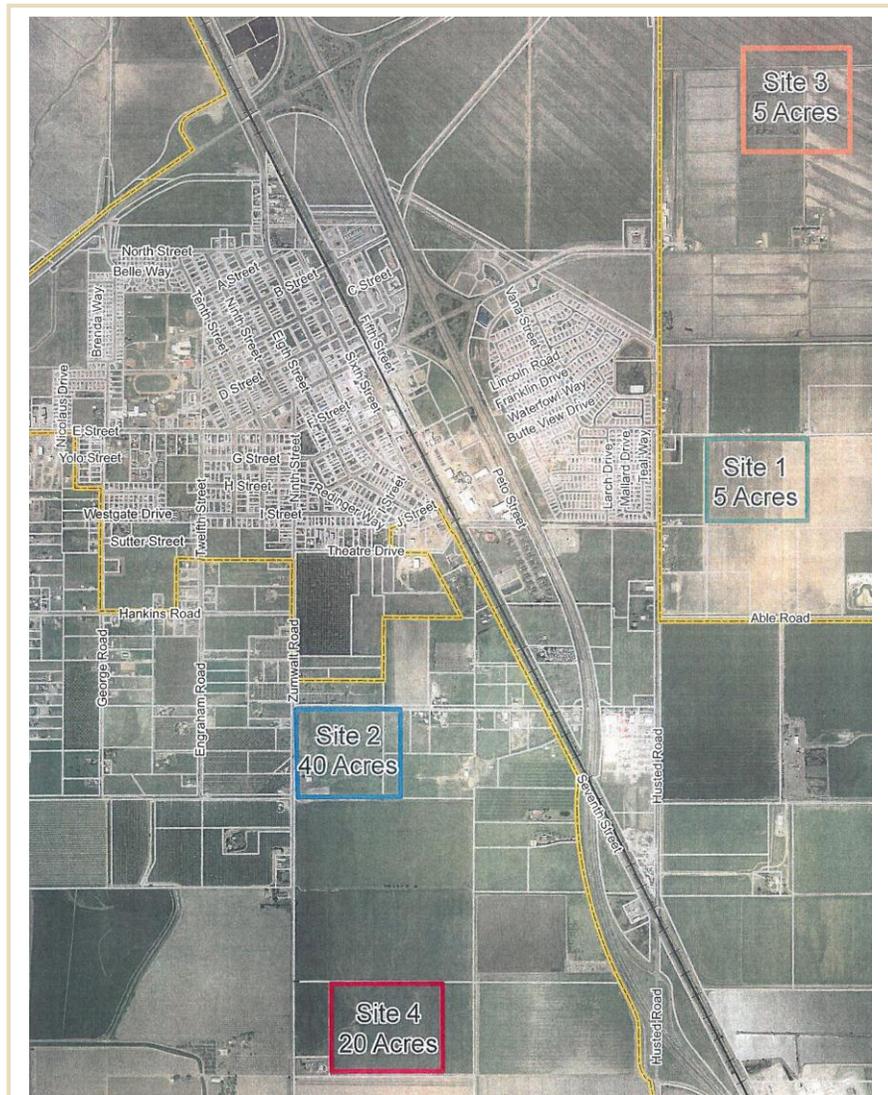
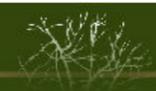


Figure 2.14: Proposed General Plan School Sites

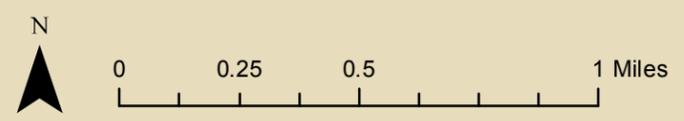
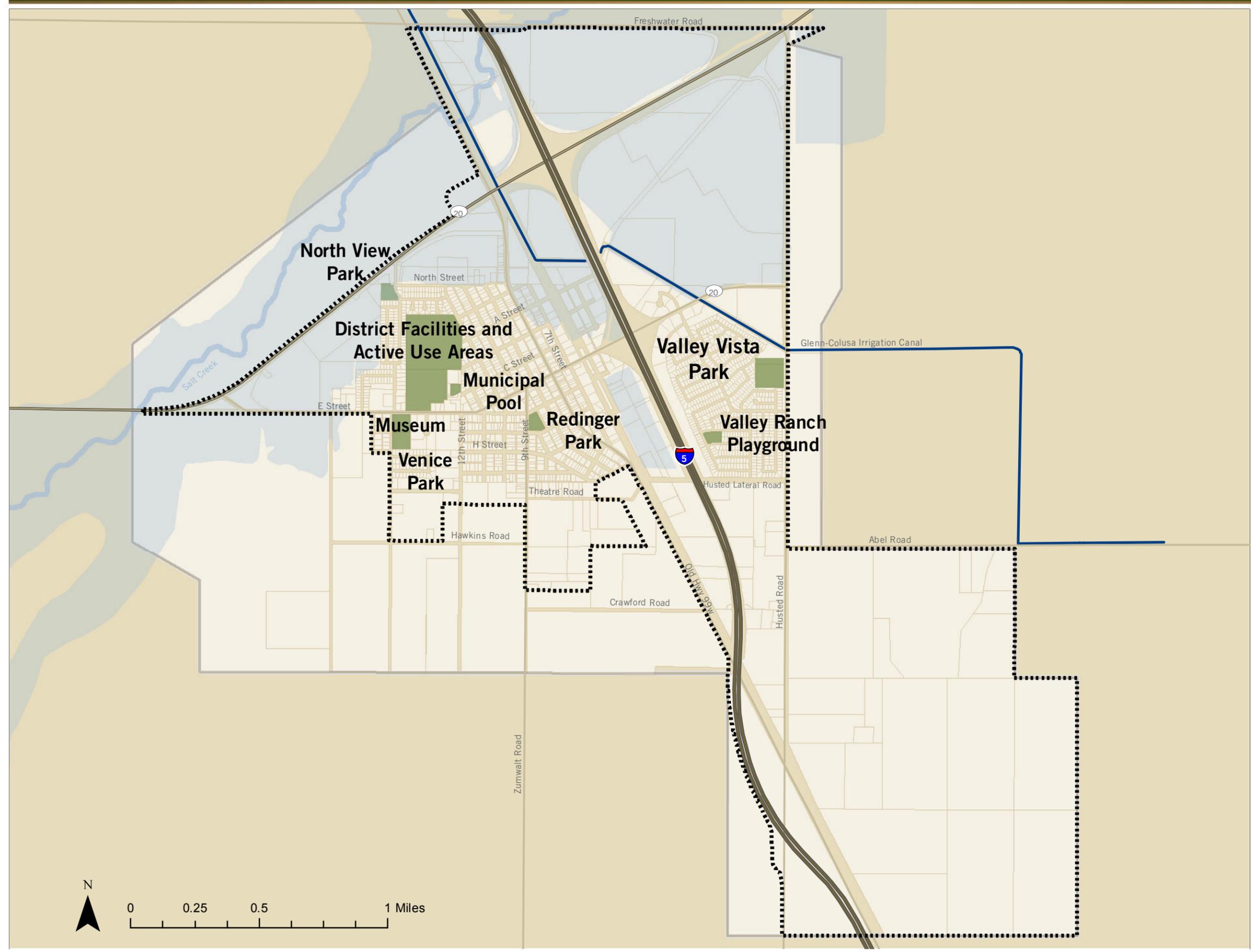


Map 2.1

Parks & Recreation System

Legend

-  Parks and Facilities
-  Glenn-Colusa Irrigation Canal
-  Salt Creek
-  Floodplain
-  City Limits
-  Sphere of Influence



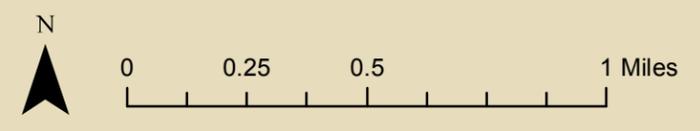
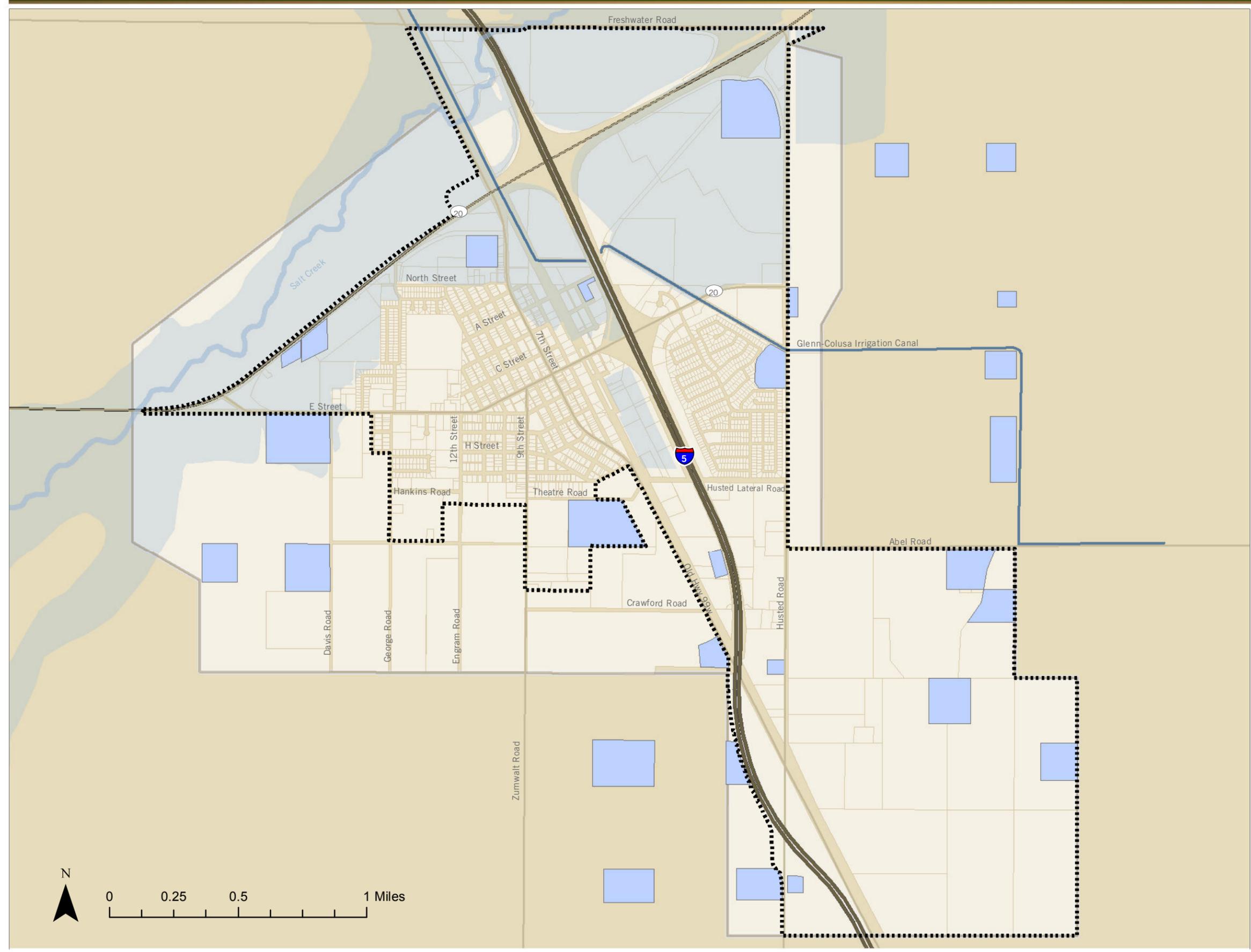


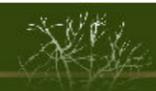
Map 2.2

Proposed Storm Drainage System

Legend

-  Proposed Storm Drainage System
-  Glenn-Colusa Irrigation Canal
-  Salt Creek
-  Floodplain
-  City Limits
-  Sphere of Influence



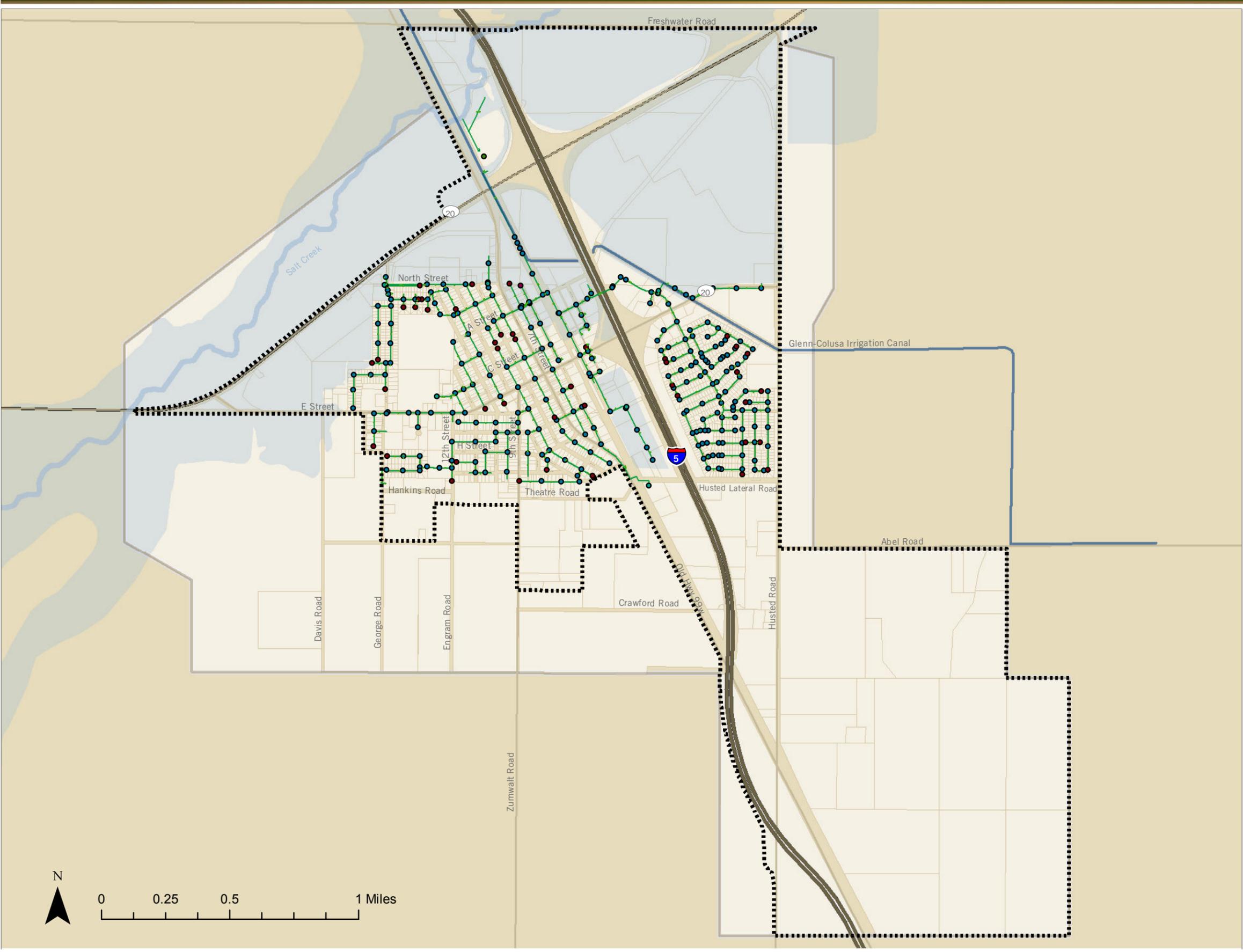


Map 2.3

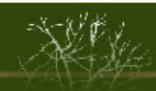
Wastewater Collection and Treatment System

Legend

- Wastewater Cleanout
- Wastewater Lift Stations
- Wastewater Maintenance Hole
- Wastewater Treatment Plant
- Wastewater Vault
- Wastewater Line
- Glenn-Colusa Irrigation Canal
- Salt Creek
- Floodplain
- ⋯ City Limits
- ▭ Sphere of Influence



0 0.25 0.5 1 Miles

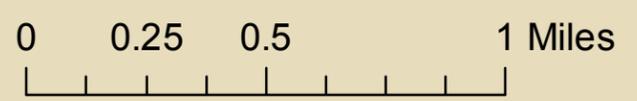
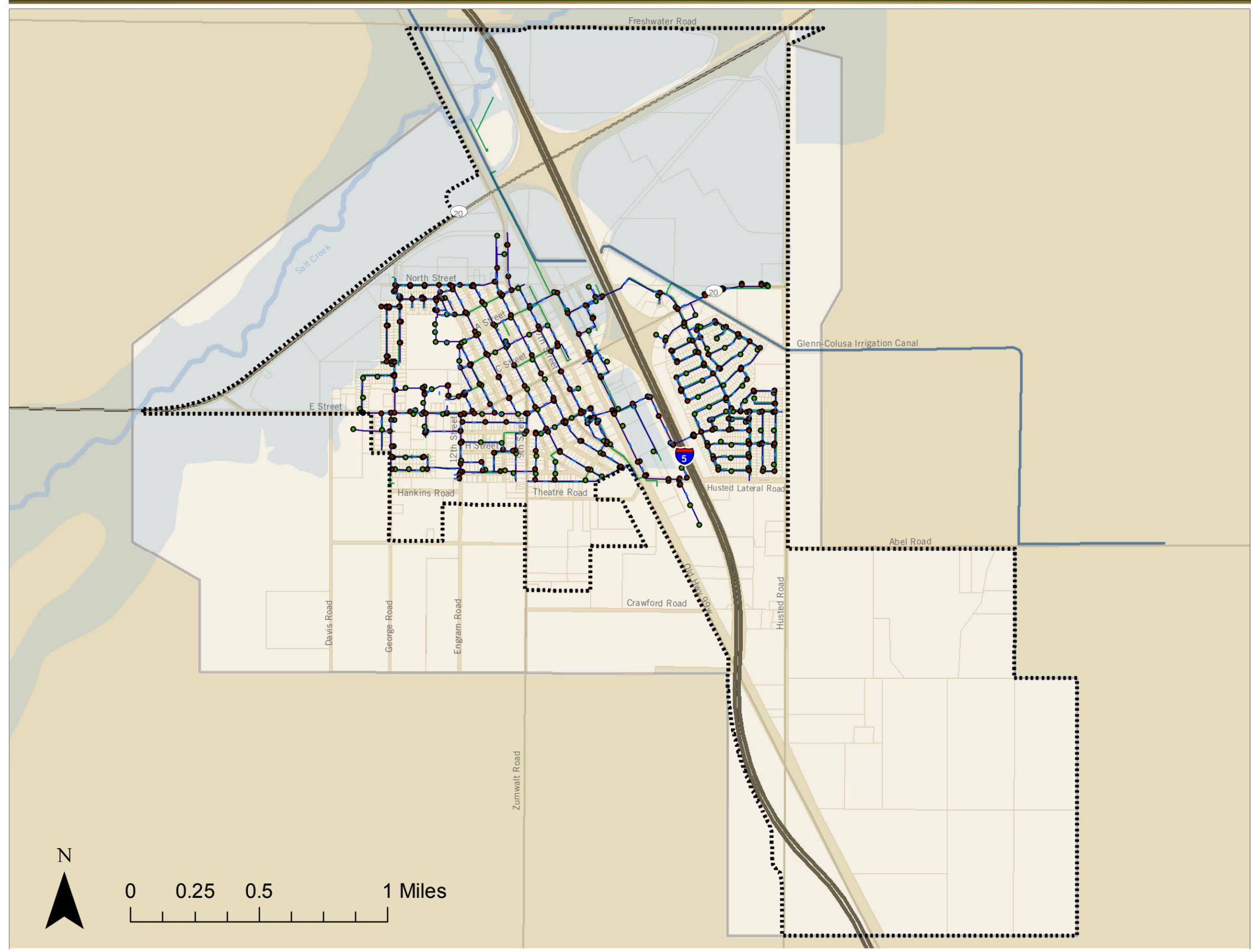


Map 2.4

Water Storage and Distribution System

Legend

- Water Blow Off
- Water Gate Valve
- Water Hydrant
- Water Tank
- Water Well
- Water Line
- Glenn-Colusa Irrigation Canal
- Salt Creek
- Floodplain
- ⋯ City Limits
- ▭ Sphere of Influence





Land Use and Character

Chapter 3

Williams is expected to grow to a population of around 9,822 persons by the Year 2030.¹ This represents an increase of about 4,535 persons reflecting an overall growth of 185 percent of the City’s current population. This is significant for a community of this size. With this amount and rate of growth, the community may expect the challenges of the added infrastructure requirements (new streets, sidewalks and utility and drainage lines), provisions for increased services and the corresponding facilities and personnel (police, fire, EMS, code enforcement, etc.), and heightened demands for civic spaces and quality of life amenities (parks, trails, community and recreation centers, cultural and entertainment venues). All these will be expected while also protecting and improving the value and integrity of existing neighborhoods and aiming to preserve the community’s identity and small town atmosphere.

The forthcoming growth also provides a great opportunity for the City and its residents to cast a vision through this General Plan, and then put in place the policies, practices, and regulatory instruments to facilitate its successful implementation. In this context, this chapter assumes essential importance. This is so as the policies and strategies outlined here, together with the revision of the zoning ordinance (and subsequent, warranted revisions to the land development regulations), will guide the type, pattern, and character of future development. The decisions that are made through this plan will have

¹ The methods of projection outlined in Chapter Two, Background Analysis, place Williams 2030 population in a range between 7,664 and 12,048 persons, with a midpoint estimate of 9,822 persons. The midpoint was chosen by consensus of the Comprehensive Plan Advisory Committee at their meeting on June 14, 2010.

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Residents are the cornerstone of this General Plan process, ensuring that their values and priorities are articulated. They laid the groundwork for the formulation of policies and plan strategies.

long-lasting and significant effects on the quality and sustainability of the community and its development.

Planning Considerations and Purpose

Residents of Williams were instrumental in facilitating the development of the vision, goals, and recommendations of this chapter. Specifically, they articulated their pride in this community and its many accomplishments, among them: the preservation and reuse of Old Williams High School as the Sacramento Valley Museum, attraction of Woodland Community College, sustaining the integrity downtown, a quality school district, and pro-activeness in their plans for business and industrial expansion. At the same time, they cited the needed areas of improvement and what they would like to accomplish. As related to this chapter, those participating in the early involvement meetings identified the following as future planning considerations:²

- The desire to build out the new business park, with noted success in attracting the college as well as other promising inquiries;
- The presence and importance of agriculture to the local economy and the community's heritage;
- Opportunities for future improvement of Old Highway 20, creating new opportunities for increased regional mobility and economic development;
- Study of alternatives and plans to alleviate flooding problems and contain the limits of the 100-year floodplain and thereby alleviate both property and structural flooding;
- Protection of the integrity of the original town neighborhoods, including preservation of its unique character.
- Desire for the integration of common open space and provision of parks and trails in new development;
- Redevelopment and improvement of the commercial corridors along 6th and 7th Streets stretching from the City limits on the north and south, and particularly including the community's gateways and key entrance corridors;
- Rehabilitation and reuse of empty downtown buildings along with further expansion of downtown to retain it as the commercial center and strengthen it as a local and regional destination;
- Growing in a well planned and fiscally responsible manner and in line with an orderly extension of facilities and services; and
- Opportunity to expand the sphere of influence to protect the City's interests with respect to peripheral development.

Given the above, the purpose of this chapter is to establish the necessary policy guidance that will enable the City to plan effectively for future growth and development, while keeping in mind the existing land use context. Sound and continuous planning is essential to ensure that Williams is not only



prepared for serving the anticipated infrastructure needs, but also preserving and enhancing its community character.²

The policies and guidance of this chapter, together with the Future Land Use and Growth Plan, will aid the decisions of the Planning and Zoning Commission and City Council. To ensure the outcomes envisioned and expressed by this General Plan, it is important to follow the guiding principles and policies set forth in this and the remaining elements of the plan. Significant land use decisions may include those that affect the boundaries of the corporate limits or sphere of influence, the consistency of zone change requests with the land use plan (and corresponding zoning map), requests for service or infrastructure extensions either outside of the City limits or in an area not contemplated for development by this plan, review of tentative maps, or amendments to the implementing regulations, among many others.

Lastly, the purpose of this chapter is to fulfill the requirements of the California Government Code, which requires “land use” among the mandatory general plan elements.³ The law requires a land use element that designates the general distribution, location, and extent of the uses of land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty), education, public buildings and grounds, solid and liquid waste disposal facilities, and other public and private uses. The element also must identify areas that are subject to flooding. Each of these are addressed in this chapter.

Context and Environs

It is important to first understand the community context before establishing a plan for the future. This section recognizes William’s place and role in the larger region, together with the assets and constraints of its natural and built environments. These are described in further detail below.

THE REGION

The City of Williams is settled in the Sacramento Valley between the first foothills of the Coast Range on the west and the Colusa Basin on the east. It is a free-standing community, meaning that it surrounded by open, agricultural lands with the nearest communities of Maxwell, Colusa, and Arbuckle being eight miles north, 11 miles east, and 12 miles south, respectively. The community has generally maintained a compact urban form as development has mostly occurred in a contiguous manner. While unincorporated South Williams has developed, to date, with a countryside



By way of its informal arrangement of larger lots and small acreages that are intermixed with orchards and small pastures, South Williams reflects a “countryside” character.

² Key person and small group interviews were conducted by the consultant team in February 2010.

³ Section 65302, California Government Code

character, the most recent tentative maps (including Mayberry Ranch, McCarl Ranch, and George Estates)⁴ continue a similar pattern to that of the original town area. Each of the proposed developments is within or directly abutting the City limits.

As the community grows during the 20-year horizon of this plan it will become increasingly important for development to occur in a well-planned and fiscally responsible manner. This is for the purposes of efficient infrastructure and municipal service provision, continuity of the street and pedestrian system, and preservation of small-town character and a well defined community identity. Haphazard development would strain the City's fiscal resources and ability to provide utility services while deteriorating its highly regarded small-town atmosphere. For this reason, the City must make good and sound decisions regarding the pattern and timing of development, and its quality, sustainable character.

As defined by the U.S. department of Housing and Urban Development (HD), **Low Impact Development (LID)** is an approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. LID still allows land to be developed, but in a cost effective manner that helps mitigate potential environmental impacts. A primary goal of LID is to mimic pre-development site hydrology by using site design techniques that store, infiltrate, evaporate, and detain runoff. These techniques help to address runoff volume and frequency and water quality issues to receiving waters and to ensure groundwater recharge.

THE NATURAL ENVIRONS

William's topography is relatively flat with gradient averages between 0.05 and 0.50 percent. As a result, there is limited means of alleviating flooding during high volume storm events. The 100-year floodplain inundates the whole undeveloped northern portion of the City limits and sphere of influence, extending into town in a few low-lying "finger" areas. The tributaries of the Freshwater Creek Basin include the City's most significant natural drainage corridor, Salt Creek, together with Spring Creek and Freshwater Creek that both merge into Salt Creek. (Refer to **Figure 2.15, Storm Drainage System** in Chapter 2, Background Studies).

The future land use pattern and the character of development will influence stormwater flows. With good planning and improved development standards, the design of future developments may help alleviate existing flooding conditions. As an example, an area designated as Suburban Residential requires more open space, with increasing percentages depending on the development type. This open space may facilitate *low impact development (LID)* and/or the use of detention (or retention) to meet pre-development runoff conditions. While this will require detailed engineering it is important to consider the land use plan (and corresponding zoning) in this context.

The City is subject to the State Department of Water Resources (DWR) FloodSAFE initiative, which was instrumental in creating new legislation to decrease the risk of flood damage. The underlying goal is to strengthen the link between land use and flood management.

⁴ A tentative map for Valley Ranch Unit 3 has been submitted to the City.



DEVELOPMENT PATTERN

The pattern of development is oriented along the major corridors, including mostly industrial and limited commercial development adjacent to I-5 and the CFNR alignments downtown retail/office and public uses along 7th Street both north and south of E Street, and street-oriented commercial uses along E Street extending from 11th Street across I-5 to the Glenn-Colusa Irrigation Canal. There are industrial and ag-industrial uses to the southeast along Husted Road. The community is surrounded by agricultural lands. The remaining areas of the community are residentially developed with mostly single family detached dwellings, together with a few attached and multiple family dwellings (including duplexes, senior living, migrant housing, and apartments).

The developed pattern is broadly bound by Old Highway 20 on the north, Husted Road on the east, Davis Road on the west, and Theatre Road (as extended westward) on the south. The community is divided by the I-5 and CFNR corridors, which act as barriers for both vehicular travel and particularly, pedestrian foot-traffic. Old Highway 20 and the extents of the Federal Emergency Management Agency (FEMA) floodplain create significant barriers to the north, forming an artificial development boundary for the foreseeable future. Although to a much lesser extent, E Street forms a pedestrian barrier due to its relative traffic volumes and speeds. To date, the Glenn-Colusa Irrigation Canal has formed an edge to development, although development is expected in the forthcoming business park and a tentative map¹ has been received for the triangular area bound by the canal, E Street, and Husted Road. Lastly, portions of South Williams create a barrier to development given the existing ownership and land use patterns. As development occurs, it is important to acknowledge and plan accordingly for these natural and artificial barriers, which, together, define the areas that are most suitable for future growth.

While the general patterns of use are fairly well defined by the street and block system, there are many instances where residential and nonresidential uses abut one another or are in close proximity. Depending on the nature of the use and its scale and intensity this may present a nuisance for the use of lesser intensity. In these current situations, there is no form of separation or buffering to protect against adjacent incompatible uses. Since these uses must address one another at certain locations, the means by which the abutting uses are designed and buffered is important to protect the value and enjoyment of individual properties. This may be accomplished by way of building and site design standards



The treatment between adjacent incompatible uses is an important land use and regulatory consideration.

(e.g. locations of building and parking, access, and service areas; lighting and noise standards, building height and scale limitations, etc.), bufferyard treatments, or through provisions of open space and separation.

Land Use

The City currently uses a conventional land use system whereby the land use designations relate to the general use of land and broad definitions of density/intensity. For instance, the designations include agricultural exclusive; rural residential; residential low and medium density; residential multi-family; residential, professional; retail, heavy, and highway commercial; light and heavy manufacturing; open space; public use; and urban reserve. Similarly, the zoning ordinance is largely based on use types, such as residential one-family, two-family, and multiple-family. With a focus on the use of land there are few or no provisions in either the plan or development regulations that affect the character of development. (Refer below to “Character of the Built Environment” for a definition of character and an explanation of how it differs from land use.)

The existing land use inventory is displayed in **Figure 2.12, Existing Land Use**, located in Chapter 2, Background Studies. The land use designations relate to the use of property within the City limits and SOI and, to the extent discernible, the existing character of development. The existing land use categories are described as follows:

- **Agriculture** refers to the peripheral areas that are used for agricultural purposes, where residences and farm buildings are clearly an accessory to the principal farm operations. By their purpose and nature the character of the agricultural areas is rural.
- **Traditional residential** describes the original town neighborhoods. This area is uniquely defined because, while the use is single family, its character is distinguishable and wholly different from the more recently developed Nicolaus Estates and Valley Ranch. As a result, this area must be handled in a way that will preserve its character. (see **Figure 3.1, Similar Uses in Different Character Settings** on Page 3.7)
- **Auto-urban** residential refers to the balance of the residential areas, including Valley Ranch and Nicolas Estates. These contemporary neighborhoods are patterned and characterized by consistent lot frontages and building setbacks, a regular pattern of driveways, greater proportions of floor area to lot area, and a more uniform home design and scale.
- Auto-urban residential, attached is used to describe development such as the Valley West Care Center, Pinewood Court, Pinewood Manor Apartments, Williams Migrant

Character Continuum



Agriculture



Traditional Residential



Auto-Urban Residential



Attached AU Residential



Auto-Urban Commercial



Urban Commercial



Auto-Urban Industrial



Housing, and the duplexes along Virginia Way. Auto-urban areas are characterized by an auto orientation (e.g. a relative higher percentage of site imperviousness), higher density, reduced setbacks, and tighter spacing between units.

- Auto-urban commercial describes the retail and office uses along 6th and 7th Streets and along E Street between 11th Street and Vann Street. These properties are oriented to the auto with expansive on-site parking and broader setbacks from the street frontage.
- **Urban commercial** refers to the immediate downtown area along 7th Street from just south of F Street north to D Street. It also extends west along E Street between 6th Street and 8th Street. These areas are urban in character by reason of their build-to frontage conditions, zero side yard setbacks, and enclosure of the street environment.
- **Auto-urban industrial** describes all the industrial properties by reason of their design to accommodate on-site parking and circulation, storage and display of materials and equipment, and outdoor activity areas.
- **Public and semi-public uses** include government and other public and semi-public uses such as City buildings (City Hall and Fire Station, Police Headquarters, and Public Works Department and Corporation Yard), buildings and facilities of the Williams Unified School District, Sacramento Valley Museum and Old Gym, and California Highway Patrol.

Figure 3.1: Similar Uses in Different Character Settings



The above photographs exemplify the difference in character between the traditional town neighborhoods (left) and the more recently developed Valley Ranch neighborhood (right). The land use designation as Residential Low Density describes the general use but does not relate to the character of each neighborhood. To achieve quality and intentional outcomes in the future, the land use plan must be more descriptive and deliberate.

- **Parks and open space** include the community's parks and public open spaces that are devoted to public use, including wetlands and storm detention areas and the streams and canals.

Character of the Built Environment

Community character is a system for evaluating the features of development that both individually and collectively contribute to the micro-character of a neighborhood or district, and, in turn, influence the macro-character of the whole community. The components that distinguish the character of development include more than its land use (as depicted in *Illustrative 1: Similar Uses in Different Character Settings*), including the amount and use of open space and vegetation, the amount of imperviousness, the spacing and orientation of buildings and parking areas, and the relationship of buildings (scale and bulk) to the site, adjacent sites, and the street frontage.

As a land use system, community character goes beyond typical categorization of the functional use of land to account for the physical traits and design attributes that contribute to its "look and feel". A character-based land use system focuses on development intensity, which encompasses the density and layout of residential development; the scale and form of non-residential development; and the amount of building and pavement coverage (impervious cover) relative to the extent of open space and natural vegetation or landscaping. This applies both on individual development sites and across entire areas.

Community character is the distinctive identity of a particular place that results from the interaction of many factors; in the context of this chapter, the built form, landscape, and areas of impervious cover, together with the perceptions of history, people and their activities. Development that respects and supports character can:

- attract highly-skilled workers and high-tech businesses;
- help in the promotion and branding of cities and regions;
- potentially add a premium to the value of housing;
- reinforce a sense of identity among residents, and encourage them to help actively manage their neighborhood;
- offer people meaningful choices between very distinctive places, whose differences they value; and
- encourage the conservation and responsible use of non-renewable resources.

Source: Ministry for the Environment; modified by Kendig Keast Collaborative

It is a combination of the functional land use and its design characteristics that more accurately determines the compatibility and quality of development. Often, aesthetic enhancements are perceived an integral to the definition of community character. The elements of building architecture, landscaping, signage, and other site amenities serve to enhance the development aesthetic, per se, but do not influence community character, as used in this context of land use planning and design. Instead, community character focuses on the relative relationship among the land areas that are used for buildings, landscaping, and paving. Rather than emphasizing the separation of uses into different districts, a character-based land use system relies upon a mix of open space and intensity controls to ensure that development within each district has a predictable character.

In relation to Williams, what is designated as Traditional Residential in *Map 2.2, Existing Land Use* represents the original town area. These neighborhoods have a grid street pattern, a broad variety of home styles, varying lot sizes and setbacks, and different building orientations and means of property access. This represents a traditional form of development that is wholly different in character than the contemporary, more recently developed neighborhoods.



Valley Ranch, for instance, is highly patterned in its street and lot layouts and has consistent setbacks, uniform building scale, regular placement of driveways, and generally higher building coverage and floor area ratios. (see **Figure 3.2, Differentiation of Character** on the following page)

The foundation of this chapter is a character-based land use system, which has the following benefits:

- The land use plan deliberately specifies the intended character of future development, which is realized through implementation of new zoning standards. The land use plan and zoning districts are reconciled, meaning that the plan and implementing regulations are consistent⁵.
- The outcomes of future development are determined by the community and its leaders through formulation and adoption of the Future Land Use and Growth Plan. In this way, the character of development is determined according to the values and expectations of the community.
- There may be improved compatibility within and between districts through separation and bufferyard standards that are commensurate with the intensities of adjacent developments.
- The market is supported by allowing sufficient flexibility to facilitate good design in lieu of developing in accord with broad or poor standards.
- The availability of alternative development types allows incentives to be integrated to promote outcomes that mirror community values, such as increased open space, protection of resources or sensitive areas, and provision of storm drainage amenities.
- By reason of having greater flexibility within individual districts there are fewer general plan and zoning map amendments warranted thereby streamlining the development process.
- The zoning standards are expressed in a deliberate manner meaning that development that conforms to the standards have an increased certainty of approval.

Community Character

- **Key Features:** Development yield is driven by density or intensity controls and open space, landscaping, and resource protection requirements.
- **Advantages:** Relatively easy to administer, provides great flexibility with respect to site design and development types, and enhances opportunities for open space protection due to as-of right clustering. Also, development outcomes are known and there are increased certainties in the development process.
- **Application:** A character-based system works well for new development and built environments where flexibility is valued (e.g., to preserve open space, provide for on-site drainage, and/or allow for variations in lot sizes and housing types to combat monotony and meet local housing needs).

⁵ The land use designations of the 1988 General Plan and the zoning districts of Title 17 are inconsistent, meaning that more than one zoning district may be allowed within a single land use designation. This may allow incompatibility.

VISION

The land use vision is as follows:

Williams will be a community noted for its good planning made evident by the quality and sustainability of development, preservation of open space, protection of its agricultural and environmental resources, and conservation of its original town area and neighborhoods. It has a wealth of housing choices settled in highly livable neighborhoods that are walkable, well connected, and accessible to community parks and trails. A revitalized downtown is the hub of civic pride and cultural and entertainment activities for residents and visitors alike. The economy is strong and stable through the City's foresight in planning for its business and industrial expansion.

Realization

While the vision and policies will help guide land use decisions they are incomplete without a specific implementation framework. The purpose of this section is to translate the vision in the form of key recommended actions. Given the values and expectations of the community, these steps are advisable and necessary to preserve and enhance neighborhood character, revitalize downtown, improve corridor design, and achieve a quality community character.

PRESERVING AND ENHANCING NEIGHBORHOOD CHARACTER

Through community dialogue, residents voiced the importance of preserving the character and integrity of existing neighborhoods, while also providing for quality, livable neighborhood environments. In particular, the uniqueness of the original town neighborhoods warrants standards that permit new investment and reinvestment in ways that embrace its genuine, traditional character. In other words, building additions or infill construction must be cohesive in their scale and design so as not to disrupt the neighborhood fabric. At the same time, the vitality of the well established areas must be stabilized and strengthened to sustain their economic and cultural values. In the same way, structural alterations and use conversions must occur in a sensitive, compatible manner, or not occur at all. This may be handled through the development of applicable standards and then, effective administration and enforcement.

There are notable differences in the character of the traditional and more contemporary neighborhoods. Both provide nice, livable environments that offer choice in neighborhood settings and home styles, sizes, prices, and amenities. With the impending growth that has the potential to greatly affect, if not transform, the future community character, the City has a window of opportunity to determine the type and quality of new development. This may be achieved through the general plan policies and more specifically, by new or revised standards of the zoning and land development ordinances. This is particularly important as the City



is already considering tentative maps for 600 new lots⁶ This equates to approximately 2,220 new residents⁷, which is 48.4 percent of the additional 4,585 people expected in Williams by 2030. Therefore, without a proactive stance the quality of development will be left to market decisions that may not mirror the City's expectations.

Among the considerations in the design of new neighborhoods is the following:

- Their location relative to existing development. This relates to the continuity of the street and pedestrian system as means for achieving a walkable community environment, as well as the character transition and the means of compatibility within and between developments.
- The style and form of development, meaning the patterns and arrangement of streets and lots, the amount and treatment of open space, the mixture of uses and housing types, and the sizes and variations in lots and home sites.
- The layout of individual lots (widths and depths) and block frontages with respect to the placement and patterns of driveways, the location(s) of garages (front/side loaded, attached/detached, and street/alley access), handling of on- and off-street parking, and the setbacks and spacing between homes.
- The design of individual homes concerning their heights, rooflines, façade treatments, and mixture of material types.
- The aesthetic treatments relating to the street and pedestrian environments, common and private landscaping, design and materials of fences and screening walls, and the integration of amenities (parks, civic and open spaces, wetlands, trails and greenways, lakes, etc.)

While each of these contribute to the character and appearance of neighborhoods, the standards for realizing them must be cognizant of market conditions and therefore, be both suitable and reasonable for Williams. It is the purpose of this plan to emphasize the community's consensus for realizing quality development, with the appropriate standards to be determined during the plan implementation phase.

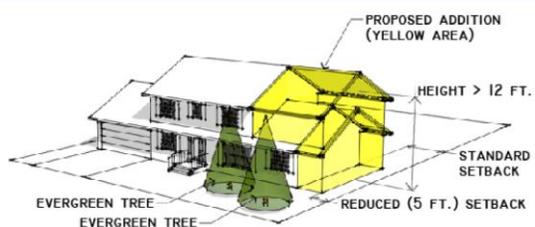
Policies

- 3.1. The integrity of the original town neighborhoods will be protected and enhanced through conservation measures and allowances for improvement and reinvestment.
- 3.2. Unique standards will be prepared for the original town neighborhoods to retain the existing patterns and forms of development and to avoid inappropriate infill development or use conversions.

⁶ The tentative maps include: George Estates, McCarl Ranch, Mayberry Ranch, Meadowlands Subdivision, and Valley Ranch Unit 3.

⁷ This assumes a 3.7 persons per household, based on the 2000 U.S. Census.

- 3.3. New neighborhood development standards will be created to ensure livable and sustainable living environments. Such standards will prevent monotony and promote innovation and quality. 6
- 3.4. Neighborhood conservation standards will be used to ensure a conforming status of all existing neighborhoods and to regulate new construction or property improvements in a manner consistent with the existing character.
- 3.5. New development that occurs within or immediately adjacent to the boundaries of the Traditional Residential land use district must be cohesive in their design and suitably transitioned.
- 3.6. Any structural alterations of use conversions within any neighborhood must be consistent with the intent of the neighborhood conservation standards.
- 3.7. The City will continue to facilitate developments that offer a variety of living options and environments provided they contribute positively to the intended community character.
- 3.8. Existing neighborhoods will be stabilized through proactive code enforcement and strengthened through neighborhood planning and empowerment.
- 3.9. The quality of infrastructure within the well established neighborhoods will be improved through capital reinvestment projects.
- 3.10. The City will encourage higher density housing developments that provide affordable housing opportunities to the community.



This example illustrates limits of encroachment that may be allowed given certain standards and procedures of review.

Actions

- 3.a. Adopt and incorporate into the zoning ordinance a neighborhood conservation district for the area delineated in *Figure 2.2, Existing Land Use*, as Traditional Residential. The purpose of this district is to set standards for redevelopment, new development, and expansion of existing single family homes such that they embody the unique characteristics of the neighborhood. Within the district would be subdistricts to account for the districts and standards at the time of development, with noted allowances that are acceptable within the character context. This district would alleviate the need for variances as all properties would remain conforming.
- 3.b. Amend the standards of the residential districts to include an average rather than minimum lot size. This allows variability in the lot frontages resulting in different home sizes, floor plans and price ranges.
- 3.c. Adopt and integrate into the zoning ordinance anti-monotony standards requiring sufficient variability in the design of individual homes within a specified distance of one another. The standards



- would provide for variations in roof lines, façade treatments, and building materials.
- 3.d. Adjust the setbacks in the residential districts according to its character narrowing setbacks in the Urban Residential district and increasing them in the Auto-Urban Residential and Suburban Residential districts. Furthermore, require variations in the front setbacks to create a more interesting street environment.
 - 3.e. Embed floor area ratios (FAR) within the housing palette to better control the scale and spacing of homes commensurate with the intended character.
 - 3.f. Prepare a neighborhood improvement plan for the original town neighborhoods to organize and coordinate with neighborhood representatives to identify improvement projects, regulatory adjustments, enforcement targets, and needed amenities. The plan should be backed by grants and seed funding for individual property improvements and a capital budget for street, sidewalk, utility, drainage, lighting, and park projects.
 - 3.g. Adopt and incorporate into the zoning ordinance a Residential Urban High Density Zoning District that provides minimum density standards of 16 units per acre to provide more affordable housing opportunities, particularly for low and very low income families and to meet the State's Regional Housing Needs Allocation.
 - 3.h. Adopt and incorporate into the zoning ordinance facilitated processing of affordable and emergency housing developments for low, very low and extremely low income families.

DOWNTOWN REVITALIZATION

Among the first commercial buildings constructed in Williams were those adjacent to the railroad and in Downtown. By reason of the times, before the emergence of the auto and the resulting transformation of contemporary development patterns, buildings were constructed in a dense pattern with their fronts addressing the street and abutting one another to each side. The town's center of commerce was immediately flanked by plots of home sites. What was then a matter of necessity, or even convenience, may now serve as a defining principle to guide how Williams develops in the coming years. This is to say that downtown may – and should – continue as the heart of the City; a focal point for civic functions and institutions, local and niche businesses, and culture and entertainment. However, as the community grows and faces development pressure along I-5 and on its fringes, the City must be both deliberate and resolute in its commitment to preserve the character and economic vitality of downtown.

Downtown has done well to maintain its identity. It is strategically located and immediately accessible to the interstate. While there are needed improvements to infill vacant parcels, rehabilitate and reuse empty buildings, and better define the limits of the downtown district, it has maintained its

historic, small-town genuineness. Preserving this special character will be vital as the community initiates the redevelopment process. Doing so warrants a downtown master plan as a guiding policy and strategy document that is complimented by a robust implementation framework outlining public investments, private redevelopment projects, and a realistic financing plan.

To preserve the urban character of downtown a new zoning district is warranted. Presently, downtown is guided by the same uses and height and area regulations as the commercial frontage on E Street. The character of these areas is much different, and must remain so if downtown is to maintain its urban fabric. As is, some of the permitted uses are not suitable to downtown and the minimum setbacks may conflict with the intended urban form.

Redevelopment is ordinarily facilitated by public action. The City's initiative of the recent blight study is a positive first step toward establishing a redevelopment district. Such district will allow increased authority through a non-profit downtown development entity to acquire and assemble properties, solicit developer interest in private or public-private investment projects, initiate public improvements, and aid business and property owners in business development, expansion, and entrepreneurship. There are many ripe properties for both redevelopment and new development in and immediately adjacent to downtown. However, these must happen in the context of a broader downtown master plan if it is to reach its economic potential.

Policies

- 3.11. Preserve the cultural significance of downtown through development and employment of design guidelines for alterations to existing buildings. Utilize the guidelines also to ensure the architectural appropriateness of newly constructed buildings.
- 3.12. Retain the urban character of the existing buildings along 7th and 8th Streets and establish new standards to guide new development to occur in an urban context.
- 3.13. Downtown will be the center of the City's public and civic life by retaining its important public institutions, such as the library and City Hall, and by adding new ones that will strengthen its vitality over time. The City will consider the impact of new commercial development on the competitiveness and economic vitality of downtown.
- 3.14. A downtown master plan will provide the policies and implementation framework to guide the redevelopment and future development of Downtown.
- 3.15. Redevelopment priority will be given to the rehabilitation and reuse of empty buildings before new buildings are constructed, provided its warrant and feasibility.



- 3.16. All reasonable and feasible avenues will be explored to save and reuse culturally valued buildings.
- 3.17. Vacant parcels will be developed in a manner that embraces the urban fabric of downtown.
- 3.18. Parking will be provided on-street with sufficient off-street parking provided in convenient and appropriately placed locations.
- 3.19. The uses and height and area standards will be adapted to preserve the downtown environment.
- 3.20. Encourage residential mixed uses in the downtown area to improve housing opportunities, enhance marketing conditions and to reduce the use of autos.

Actions

- 3.i. Amend the zoning ordinance to include a new Downtown district. This district is necessary by reason of the unique, urban character and its intended use and building types. The standards shall include:
 - Zero front and side yard setbacks to preserve the existing block frontage and to re-establish it in other areas of the district.
 - A minimum rather than maximum building height to create two (or more) story buildings. This encloses the street and reinforces the urban fabric. Given market conditions, two-story buildings shall accommodate upper floor office and residential uses.
 - Uses that are suitable within a downtown environment and include those with building typologies that contribute to an urban context and pedestrian orientation.
 - Provisions for on-street and common (public and/or private) parking, including allowance for first floor (under building) parking, particularly for retirement housing.
 - Building design standards to embrace a pedestrian streetscape environment, with distinction between floors and fenestration of doors and windows.
- 3.j. Amend the zoning map to delineate the boundaries of a Downtown district, as exhibited in **Map 3.1, Downtown District**.
- 3.k. Amend Chapter 17.11, Signs, to create a new section for “Signs in the Downtown District.” The permitted signs in this district shall include projecting signs and provisions for awning, overhang, and window signage. The allowances and limitations regarding sign area shall be modified according to the urban context.
- 3.l. Revise the purpose statement of the C-2 district to clearly distinguish its intent from that of the downtown district. Generally, this district is intended for larger-scale, independent sites and centers that are appropriate along I-5 and other defined corridors.
- 3.m. Prepare a downtown master plan to guide the strategies and improvement projects necessary to support the formation of a redevelopment district. The master plan shall entail the type and character of future land use, specific use and building types, street and

Keys to Auto-Urban Character:

- More horizontal development (mostly one- to two-story buildings).
- Buildings set back from streets, often to accommodate surface parking at the front.
- A very open environment, with streets and other public spaces not framed by buildings or vegetation.
- Significant portions of commercial and industrial development sites devoted to access drives, circulation routes, and surface parking and loading/delivery areas, making pavement the most prominent visual feature.
- Smaller, narrow single-family lots dominated by driveways and front-loading garages, reducing yard and landscaping areas.
- Extent of impervious surface leads to increased storm water runoff.
- Auto urban commercial often not conducive for pedestrian circulation.
- Structured parking generally not feasible or practical.

sidewalk improvements, streetscape enhancements, and infrastructure requirements, together with strategies for creating partnerships, assembling and marketing land deals, and recruiting developer interest. Lastly, the plan shall evaluate market conditions and likely absorption rates and subsequently, identify funding sources and a general financing plan.

- 3.n. Coordinated with the master plan, conduct an infrastructure assessment and prepare a capital improvement plan. The purpose of this plan is to outline the phasing and timing of capital infrastructure projects, including drainage improvements, utility upgrades and line replacement, street redesign and reconstruction, and streetscape enhancements (lighting, landscaping, and pedestrian amenities).
- 3.o. Identify public investment in the streetscape, public space, and public buildings, coupled with outreach to property and business owners to improve the appearance of their properties and to support business investment and entrepreneurship.
- 3.p. Relocate the farmer's market to the immediately downtown area, possibly either on the corner of 7th Street and E Street or F Street. Design the site as a civic park/plaza amenity, that has permanent improvements to support the market, including shade structures, electrical connections, lighting, and design amenities (e.g. pavilion or performance stage, public art installations, fountains, gardens, etc.)
- 3.q. Initiate a downtown façade improvement program when it becomes financially feasible for the City to fund such a program.
- 3.r. Identify downtown as a locally, culturally valued district and adopt design standards. Such standards would enhance the existing development pattern and ensure appropriate updates and new building construction.
- 3.s. Consider creating a façade improvement grant program and offering business development loans for code compliance. Consider a revolving loan fund to help with business start-ups and expansions.
- 3.t. Begin investigation of possible properties within the downtown district for a municipal complex that would house and consolidate the administrative offices of the City.
- 3.u. Adopt and incorporate into the zoning ordinance mixed use residential opportunities particularly in the downtown area.

IMPROVING CORRIDOR DESIGN

The entryways and corridors establish the first – and lasting – impressions of Williams. For this reason, it is important for the community to “put its best foot forward.” By this is meant that increased focus should be devoted to the appearance and revitalization of the properties and businesses at the gateways and along the City's major arteries. The highly visible I-5 frontage is of essential importance to cast a positive image in the eyes of passers-by. Fortunately, much of this corridor frontage is yet to be developed yielding opportunity to better define the character and quality appearance of new



development. Also, the interchanges at E Street and Old Highway 20, and to a lesser extent at Husted Road, are the community's front doors, followed by the entrance corridors along North and South 7th Street and other points of access to the community.

The City has a significant near-term opportunity to enhance its appearance along I-5, including the type and quality of development in the new business park, and along the commercial frontage of Valley Ranch. The appearance of these developments will signal the City's values and expectations for its community character. This will relate to the types of uses permitted and the site and building design of new development. Existing uses along this frontage (and elsewhere) may also be enhanced over time with improved standards, proactive code enforcement, and both public and private investment.

Development fronting on E Street and 7th Street outside of downtown is of an auto-urban character. This is due to their auto-orientation whereby parking covers as much or more than 50 percent of the site. This is largely due to the nature of uses, but also responsible is the use of minimum front yard setbacks in the C-1, C-2, and C-H zoning districts. Given the need and requirements for parking, the building placement is left to the individual site design, which commonly exceeds the minimum front setback. Instead, site design should be controlled by the intended character of development, with more deliberate and explicit standards.

Perhaps the greatest challenge confronting the community is the types of uses and the development standards (or lack thereof) of the properties along North and South 6th Street and 7th Street. These corridors have developed with a mix of commercial and industrial uses of varying intensities. Outdoor display and storage is visually prevalent and the conditions of the buildings and grounds are "tired", if not blighted. This circumstance requires a long-term strategy, together with both short and mid-term regulatory changes, an advocacy program for code enforcement, and improvement plans. The City may choose to be passive or proactive with the outcomes weighing on the approach taken.

Policies

- 3.21. The City will manage the appearance of its gateways and corridors through proactive planning, stepped-up enforcement, and public investment.
- 3.22. New standards and design guidelines will be developed to achieve quality design throughout the City and particularly along I-5 and each of the City's major corridors.
- 3.23. The new business park will exemplify the City's commitment to quality development in a campus-like setting.

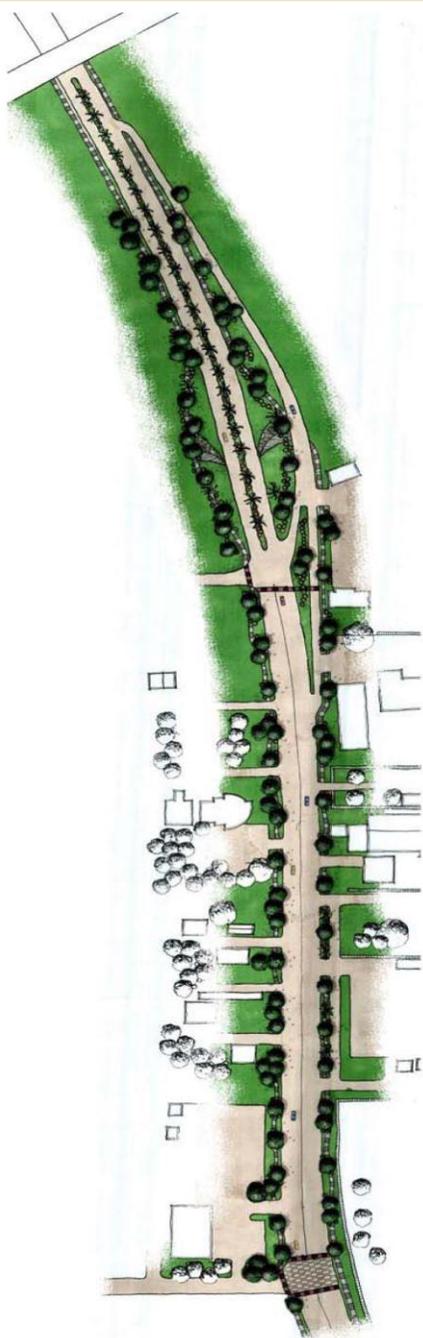


Suburban commercial development is designed in a manner to reflect a residential appearance, including a broad streetscape bufferyard, a higher landscape surface ratio, and other site design standards relating to site access and circulation, parking and loading, buffering, lighting, and building design.

- 3.24. Suburban Commercial development will be used in locations in close proximity to neighborhoods and along commercial frontage to enhance the development character through increased building and site development standards.
- 3.25. The City's Auto-Urban areas will be improved by better standards for the arrangement of buildings and parking, site landscaping and screening, and sign control, among others.
- 3.26. Site improvement standards will be developed and applied to the blighted corridors to facilitate reinvestment and regulatory compliance.

Actions

- 3.v. Amend the zoning ordinance to include a Business Park district. This district shall cover all or at least the frontage of I-5 and E Street (east of I-5) for the City's new business park development. The standards of this district shall include improved site and building standards, an increased landscape surface ratio, better landscaping and screening requirements, and new signage standards to result in a campus-like business setting. This is important to enhance the I-5 frontage and also to compliment the campus of Woodland Community College.
- 3.w. Restructure the C-1 district to reflect a Suburban Commercial standard. This district would include better standards to compliment and to be compatible with adjacent neighborhoods. Standards would require development to be "residential in appearance" with a similar scale and height, pitched roofs of similar composition, more green space and landscaping, and provisions for lighting, signage, and site design.
- 3.x. Develop a gateway and landscape plan along I-5 beginning with entry monuments along the northbound and southbound frontage at the E Street interchange, and phased to extend north and south to the City limits. The City shall coordinate with CalTrans to secure use of the right-of-way for these improvements, with an agreement as to maintenance and liability. In lieu of right-of-way enhancement, the City shall acquire landscape easements from the adjacent property owners and through the course of new development.
- 3.y. Acquire easements at the I-5/Old Highway 20 and Husted Road interchanges, and at the eastern and western City limits along Old Highway 20 to construct gateway monuments and landscape and lighting treatments.
- 3.z. Prepare a corridor revitalization plan for 7th Street, extending from Old Highway 20 to the south City limits (excluding the segment with the downtown district). The plan shall document the physical elements that contribute to its appearance (including use types and activities, outdoor storage and display, pavement and other surface types, fencing and screening, landscaping, building scales and setbacks, signage, etc.), together with a strategy and regulatory



Public streetscape enhancements and gateway treatments like those conceptualized here may spur private reinvestment, while "dressing up" the street environs and adding value to the adjacent properties.



A new gateway on 7th Street just south of Old Highway 20 would demark the northern City limits and create an opportunity for community branding, similar to the arch entering Downtown.

- approach. The plan shall establish a basis for drafting new site development standards for which compliance would be required either at the time of an occupancy change, a building permit, or in given time increments.
- 3.aa. Prepare an overlay district with new use and site development standards for the properties on either side of 6th Street and 7th Street and extending a distance of 150 feet or more.
- 3.bb. Amend the zoning ordinance to consolidate the C-2 and C-H districts into a new Auto-Urban Commercial district and develop design standards and guidelines for new development in these areas. This district shall include the following:
- Site design standards requiring parking to the side and rear of buildings (rather than in front). On sites where this is infeasible by way of its size or orientation the standards shall include a broader streetscape bufferyard with increased landscaping and parking lot landscaping.
 - A built-to-line (in place of a minimum setback).
 - Increased side and rear setbacks and bufferyard standards to separate and screen adjacent properties.
 - Building design standards relating to building scale and articulation, façade and roofline standards, and building orientation.
 - A minimum landscape surface ratio.
- 3.cc. Establish landscaping standards to compliment and replace those outlined in Section 17.13.110, Off-Street parking – Landscaping. The new standards shall include provisions for the following:
- Street trees adjacent to all street right-of-way, based on a ratio of trees per linear feet of frontage (typically one shade tree per 25 or 30 feet of frontage).
 - On-lot landscaping requiring trees (deciduous and evergreen) and shrubs within the side and rear setbacks and other required on-site green spaces.
 - Screening in the form of shrubs and/or earthen berms adjacent to all parking and vehicular use areas.
 - Landscaping within parking lots that is based on a ratio of islands per parking spaces, instead of five percent of the interior of a parking lot as now required. This will allow a

better distribution of landscaping to provide a landscape aesthetic while also reducing the heat island effect of the paving area.

- 3.dd. Amend Chapter 17.108, Design Review, and develop design standards and guidelines, to include more definitive and explicit standards relating to the height and scale of buildings adjacent to residential areas, architectural forms and details, solar panel installations, outdoor lighting levels and dark-sky provisions, building and neighborhood monotony, building shapes and materials, and landscaping, screening, and fencing.

ACHIEVING A QUALITY COMMUNITY CHARACTER

The term “land use” literally relates to the use of land. However, it is the design of individual uses, districts, and neighborhoods that influence the “look and feel” (character) of development. Therefore, the character of an area is more distinctly defined by the intensity of development, the arrangement of buildings and parking areas, the preservation and use of open space, and other site and building design features.

It is a combination of land use and design that determine the compatibility and quality of development. Aesthetic enhancements, such as attention to building detail, abundant landscaping and screening, sign control, and site amenities, also contribute to the appeal of a neighborhood or commercial area. It is each of these considerations that are collectively responsible for William’s character and the impressions left on visitors and passers-by.

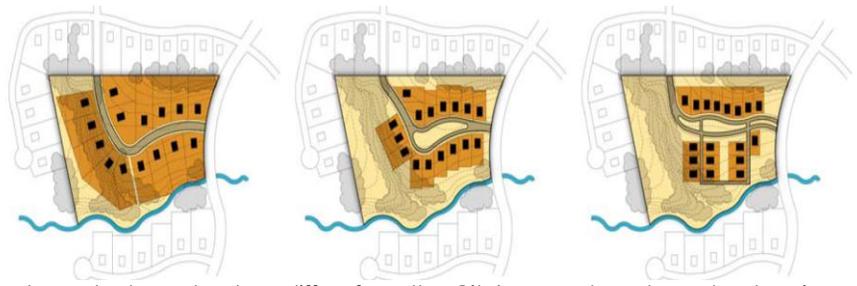
Mixing character types is usually disruptive. For instance, constructing a standalone store or office building with on-site parking in the midst of a downtown block may damage the fabric of that block by breaking the storefront façade and creating an undesirable gap for pedestrians. Conversely, siting a larger brick home amidst the traditional, original town neighborhood may disrupt the uniqueness and disturb the character of the area. Plans, policies, and regulations must be mindful of the context in which development or redevelopment occurs.

The City’s current land use plan and zoning ordinance are both based on the use of land, without any provisions that relate to their character. The City’s design review standards address compatibility broadly and aesthetics very generally, without much substantive detail. Instead, site design is left to very broad standards of the respective zoning district. By way of example, the minimum lot area, width, and minimum yards are the same in the C-2 district as those in the C-1 district, even though the intent of these districts is much different. Furthermore, there is overlap in the permitted uses of the two districts without any differentiation in scale or site design.



As the City approaches its expected future development it must be acknowledged that this is the time and opportunity to be more intentional as to quality development outcomes. For this reason, this land use element is based on a community character land use system, which translates to an equivalent zoning structure. This will allow the community to be deliberate as to the type, pattern, and character of future development. (see **Figure 3.3, The Rationale of Character-Based Land Use Districts**)

Figure 3.3, The Rationale of Character-Based Land Use Districts



A character based system differs from the City's current use-based system in that each of the above development may be permitted in the same district. A use-based land use and zoning system would require each of these to be in separate districts even though their relative densities and impacts are the same.

Policies

- 3.27. The land use plan and zoning districts will address for the character of development, which accounts for the design/intensity of development, the arrangement of buildings and parking areas, and the preservation of open space.
- 3.28. The design review standards will be revised and a design manual will be created to better define and illustrate explicit site and building standards.
- 3.29. The character of existing areas will be protected by requiring development of a compatible character or adequately transitioning and buffering areas of different character.
- 3.30. Specific plans shall express the site and building design standards of the subject development through design illustrations and/or a pattern book.
- 3.31. The uses and height and area standards of each zoning district will differ according to its intended character.

Actions

- 3.ee. Rewrite the zoning ordinance to replace the current districts with those based on development character. These districts are reconciled with the Future Land Use and Growth Plan and include those exhibited in **Table 3.2, Land Use Districts**, and described below in the section entitled, "Future Land Use and Growth Plan".
- 3.ff. Integrate a housing palette into the zoning ordinance. The palette provides for different housing types and establishes the dimensional standards for each. This is applicable within the planned development option of the Suburban Residential and Urban Residential districts. In these districts, different variations or combinations of housing is permitted, which is balanced by a proportional amount of open space. Additionally, each district has a maximum allowed density to control the character, together with other performance standards (e.g. bufferyards). The standards of the palette control the scale and

- spacing of dwelling units, which is essential to preserve the intended character.
- 3.gg. Add provisions to the zoning ordinance for bufferyards. Different from the conventional means of screening adjacent uses, bufferyards vary according to the context of adjacent uses. The standards are based on a relative opacity, which may be met through combinations of buffer width, plant type and density, and structural elements (fences and earthen berms).
 - 3.hh. Establish minimum open space standards within each district, which may be used for storm water detention, resource protection (e.g. riparian buffers along streams), bufferyards, and/or parks, trails, and open space. The amount of private or common open space relates to the character of development. For instance, in the Agriculture and Estate Residential districts, there is a high proportion of private open space whereas the Suburban Residential and Urban Residential districts have increasing percentages of common (public or semi-public) open space.
 - 3.ii. Adopt scale standards to better manage the character of development. For instance, scale is a controlling factor in the Suburban Commercial district to ensure compatibility with adjacent or nearby neighborhoods. This is particularly important given similar use types between this and the more intensive Auto-Urban Commercial district. The scale standards shall include a floor area ratio as well as a maximum square footage and height.
 - 3.jj. Incorporate development options within each zoning district. Different lot sizes and percentages of open space maintain the district character while allowing market flexibility and adjustment to site conditions. In other words, a smaller lot may be used and clustered to set aside adequate open space to preserve agricultural resources, such as the orchards, or to fulfill the City's storm water management objectives. A comparable density and character is achieved.
 - 3.kk. Utilize density bonuses as an incentive for promoting open space preservation, more efficient, clustered development, and housing choice.
 - 3.ll. Establish and maintain a Design Manual that includes development standards and guidelines that defines and illustrates the City's design expectations for new development and signage.

Future Land Use and Growth Plan

The Future Land Use and Growth Plan is an important planning tool for the City to manage the type, pattern, and scale of future development, as well as the location and timing of annexation and sphere of influence adjustments. The plan is to be used to guide decisions relating to zone change requests and annexations and sphere of influence adjustments. The plan will also be used to determine the requisite transportation improvements (through any necessary amendments of the Citywide Circulation Study), together with the

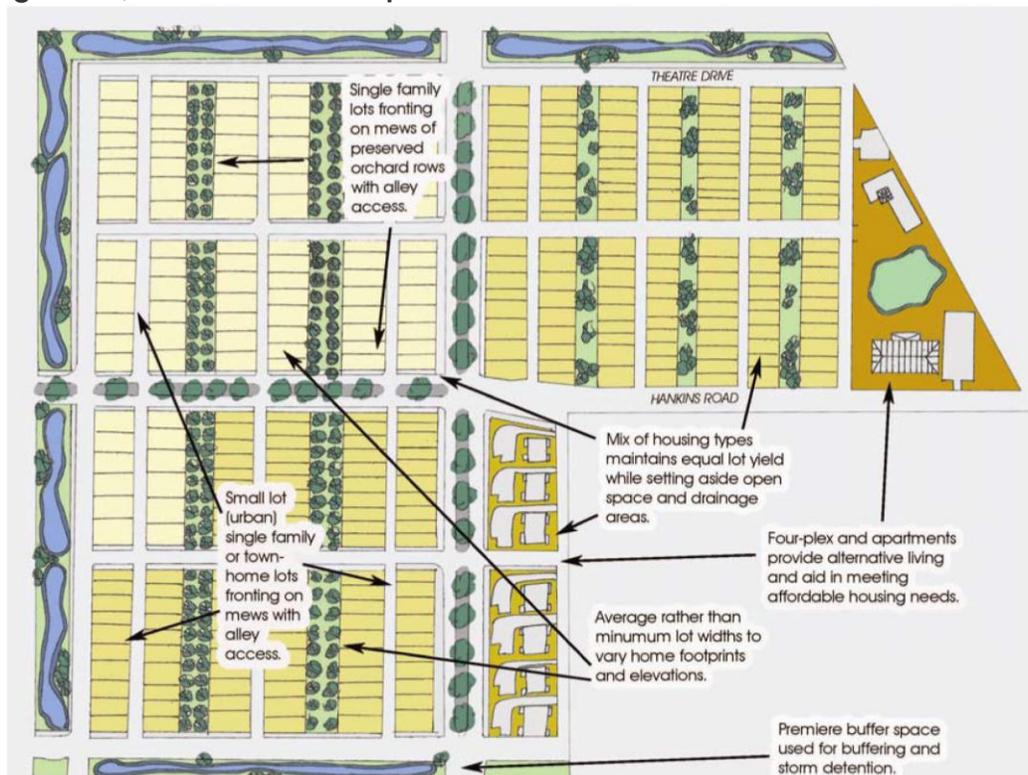


capacity requirements for the water and wastewater systems and other public facility and service provisions.

The land use designations reflected on the plan directly correspond with the districts of the new zoning ordinance. In this way, the intended character of development that is expressed by this plan will be directly implemented by the zoning ordinance. This assures quality, sustainable development that is compatible with the existing adjacent uses.

Through the course of General Plan development, three alternative scenarios were analyzed relative to different assumptions of population growth. These scenarios are shown in **Map 3.2, Scenario A – Low Growth; Map 3.3, Scenario B – Moderate Growth; and Map 3.4, Scenario 3 – High Growth.** The alternatives delineate the future land use and character of development and the planned future growth areas within the City limits and a part of the sphere of influence that is planned to accommodate future development. Scenario B – Moderate Growth, was chosen as the preferred land use and growth plan, which subsequently, was amended to account for community input. The outcome of this scenario planning exercise is **Map 3.5, Future Land Use and Growth Plan**, which is the basis of this plan and the requisite provision of facilities and infrastructure.

Figure 3.5, Alternative Development



An alternative would utilize different lot sizes and housing types to maintain an equivalent density while setting aside open space to preserve rows of existing orchards and to provide for on-site detention. The latter is more sustainable as it promotes urban agriculture, provides housing choice, and offers amenities.

The land use scenarios relate to the use of land (e.g. residential, commercial, industrial), but also reflect the intended character of development. This approach observes the use of land with an added focus on the relative relationship among the land areas that are used for buildings, landscaping, and vehicular use areas. Rather than emphasizing the separation of uses into different districts, a character based system relies upon a mix of open space and intensity controls to ensure that development within each district has a predictable character. In this way, by using these measurable controls, a site may accommodate different types of housing or forms of development while preserving the intended character (see inset for more information). This will help William's meet its requisite housing requirements, protect against monotonous subdivisions (versus neighborhoods), and achieve desirable outcomes.

The plan is based on the following assumptions:

- A Year 2030 population of 9,822 persons, reflecting an increase of 4,535 persons or 186 percent over the 2009 estimate of 5,287 persons.
- An average number of persons per household of 3.7 persons, consistent with the 2000 U.S. Census.⁸
- Assumed density ranges and average densities as follows:

District	Density Range	Average Density
Agriculture	0.00 to 0.08	0.08
Estate Residential	0.35 to 0.50	0.43
Suburban Residential	1.35 to 3.25	2.13
Urban Residential	4.17 to 5.00 ⁹	3.48
Urban Residential High Density	Min. 16.00	16.00+

The acreages of land use types and corresponding populations for the preferred scenario are shown in **Table 3.1, District Acreages and Corresponding Populations**, as shown on the next page:

⁸ This varies from the population density factor of 3.03 persons per residential dwelling unit used in Chapter 16.36, Parks and Recreation Facilities Dedication/Fee. Final determination of this factor is yet to occur.

⁹ The density for multiple-family is excluded from the average density of the Urban Residential district so as not to unreasonably skew the average upward. The added population resulting from multiple family development is accounted for in the Downtown district.



Table 3.1, District Acreages and Corresponding Populations

Population Estimates and Projections		Population					
2009 Estimate		5,287					
2010 Census		5,123					
Growth Scenarios	Variables	Residential District				Subtotal	Total
		Estate	Suburban	Urban	Urban HD		
July 21, 2010 Scenario	% Residential Land Use	13.2%	9.3%	77.5%	0.0%	100.0%	
	Acres	76.95	53.96	451.07	0	581.98	581.98
	Density (Units/Acre)	0.43	2.13	4.17	--		
	Persons per Household	3.70	3.70	3.17			
(Density) x (PPH) x (Acres) =	Total Persons	122	425	5,963		6,510	11,797
September 13, 2010 Scenario	% Residential Land Use	19.3%	10.7%	70.0%	0.0%	100.0%	
	Acres	173.10	95.80	627.34	0	896.24	896.24
	Density (Units/Acre)	0.43	2.13	4.17	--		
	Persons per Household	3.70	3.70	3.17			
(Density) x (PPH) x (Acres) =	Total Persons	275	755	8,293		9,323	14,610
May 6, 2011	% Residential Land Use	42.0%	34.5%	16.4%	7.2%	100.0%	
	Acres	176.08	144.76	68.65	30.23	419.72	419.72
	Density (Units/Acre)	0.43	2.13	5.73	16		
	Persons per Household	3.43	3.43	3.43	3.36		
(Density) x (PPH) x (Acres) =	Total Persons	260	1,058	1,349	1,625	4,292	9,415

Land Use Designations

The land use designations reflected in **Map 3.5, Future Land Use and Growth Plan** are further detailed on the next page in **Table 3.2, Land Use Districts**. The table reflects the districts and the allowable development types within each district, together with the lot sizes, percentages of open space, and densities for the residential districts; and the heights, percentage of green space, and floor area ratios for the nonresidential districts. A description of the individual districts, how they relate to existing development, and the purpose of each district is described below.

Agriculture – The character of the surrounding rural area is dominated by agricultural fields, pasturelands, and orchards, where homes are customarily an accessory to the principal agricultural use. The landscape is accented by a few farmsteads, outbuildings, and mostly an unbroken, flat horizon leading westward to the mountain range and state game refuge.

The purpose of the Agriculture district is to preserve the rural, agricultural character and by doing so, managing a contiguous and efficient pattern of urban development. This also helps to preserve a definitive edge to the community and protect its freestanding state. To achieve the intended rural character, the district is designed with 90 percent open space and a one acre minimum lot size. Any residential development would be clustered to maintain an open viewshed. This preserves agricultural productivity and minimizes land use conflicts.

Table 3.2. Land Use Districts

District	Development Type	Lot Size	Open Space	Density
Agriculture	Cluster	1 ac.	90%	0.08
Estate Residential	Single Family	2.5 ac.	10%	0.35
	Cluster	1.0 ac.	35%	0.50
Suburban Residential	Single Family	20,000 sf.	15%	1.35
	Cluster	10,000 sf.	35%	1.80
	Planned (with mixed housing types)	4,000 sf.	50%	3.25
Urban Residential	Single Family	6,000 s.f.	15%	4.17
	Cluster	4,000 sf.	25%	4.75
	Planned (with mixed housing types)	2,500 sf.	35%	5.00
	Multiple Family (2-story)	2,500 sf.	45%	9.00
Urban Residential High Density	Multiple Family (3-story)	1,700 sf.	20%	20.00
District	Development Type	Height	Green Space	Floor Area
Commercial	Retail	1-story	10%	0.34
	Office		12%	0.61
	Retail	2-story	12%	0.45
	Office		15%	1.00
Downtown	Residential, Elderly	up to 4-story	10%	1.20
	Residential		5%	2.70
	Mixed Use		5%	1.90
Business Park	Office and Warehousing	up to 3 story	20%	0.88
Industrial	Manufacturing and Warehousing	1 story	10%	0.77

Estate Residential – South Williams resembles an estate residential character by reason of its larger lots and small acreages, together with intermixed expanses of open space in the form of pastures and orchards. The result of this pattern is a visual openness. Due to larger tracts and an increased separation between properties the buildings are visually apparent yet secondary to the open landscape.

The purpose of the Estate Residential district is to provide a rural lifestyle within a municipal setting and with access to public utilities. The existing large lot development is informal, meaning that it has occurred on an individual lot basis rather than within an estate development. The district allows 2.5 acre single family tracts, which is a common size among what presently exists. A minimum 10 percent open space is required with an estate development for storm drainage, buffering, and recreation purposes. Alternatively, and particularly where development occurs proximate to an established orchard, a clustered development of one acre lots and 35 percent open space is also permitted. Clustered would offer a



43 percent density bonus while also preserving open space and the natural landscape.

Suburban Residential – The distinguishing factors of the Suburban Residential character is increased open space, both on larger individual home sites or cumulatively throughout a development, together with preserved open space within and between buildings and developments. Open space and vegetative cover are essential for creating a balance between building mass and “green mass”. Suburban development may be in the form of small acreages or large lots, or clustered around common open space.

The Suburban Residential district affords three development types. A single family development may have near half-acre, 20,000 square foot lots with 15 percent open space. The use of 10,000 square foot clustered single family lots with 35 percent open space offers a 33 percent density bonus. An additional 81 percent bonus is afforded for a planned development, which requires a minimum open space 50 percent. This development type is suitable to accommodate regional storm drainage improvements, to preserve established orchards or agricultural operations, or simply to integrate passive open space and/or recreational facilities. A planned development would require more than one housing type to achieve maximum densities.

Urban Residential – An urban residential character is reflective of the City’s more recent neighborhoods, particularly including Valley Ranch and Nicolaus Estates. These developments are characterized by smaller lots, reduced dimensions around and between homes, and high building coverage and impervious ratios. Developments of this character type are usually highly patterned, meaning that they have uniform setbacks and similar building mass and scale. The home orientation and garage access are also near identical from lot-to-lot.

The Urban Residential district includes four development types ranging from single to multiple-family with options for clustered and planned development. As the lot size decreases the density correspondingly increases, with increasing percentages of open space to preserve the intended character. The single family development type includes 6,000 square foot lots, similar to the current single- and two-family zoning districts.¹⁰ It requires 15 percent open space, which will accommodate the City’s park and recreation facilities dedication requirement, together with provisions for bufferyards within and between adjacent developments.¹¹ A cluster development may reduce the *average* lot size to 4,000 square feet per dwelling unit with 25 percent open space allowing a 14 percent density bonus. A planned development with a variety of dwelling unit

¹⁰ This includes the Residential One Family (R-1) and Residential Two Family (R-2) districts.

¹¹ Chapter 16.36, Park and Recreation Facility Dedication/Fee.

types and hence, an average lot size of 2,500 square feet per unit requires 35 percent open space. A two-story multiple family development requires a comparable 2,500 square feet per dwelling unit and a minimum 45 percent open space, which accommodates common open space and provisions for adequate bufferyards.

Urban Residential High Density (R-U-HD) – Located in either the Urban Residential or the Neighborhood Conservation neighborhoods, this district encompasses five lots of approximately 30 acres, intended to provide more intense higher density residential development of at least 16 units per acre and give more opportunity to provide for the City’s affordable housing needs for low and very low income families. Unlike the other districts, this district will have its own set of structured development standards more conventionally structured in the Zoning Ordinance.

Neighborhood Conservation – The Neighborhood Conservation district envelopes all existing neighborhoods, plus those for which a tentative map has been submitted to the City. The purpose of this district is to establish unique standards that match the circumstances at the time of development and presently. It also prevents creation of nonconforming uses and situations caused by the application of new or different standards. Essentially, standards may then be established that are commensurate with the built environment, including certain allowances and waivers to allow building additions and improvements. There are no standards outlined for this district in *Table 3.2, Land Use Districts*, above. These standards will be written concurrently with the zoning ordinance rewrite.

Suburban Commercial – The Suburban Commercial district is for office, retail, and related businesses that are in close proximity to low density neighborhoods or in areas of the community for which aesthetics and design are important. This district is for single or multi-tenant buildings that are limited to 15,000 square feet in scale. The purpose of this limitation is to reflect a building scale that, through good building and site design, may be cohesive with the adjacent uses. In particular, this district is differentiated by its scale, together with heightened building and site design standards.

As exhibited in *Table 3.2, Land Use Districts*, development is limited to one story with 15 percent green space. The different in floor area between retail and office uses is due to their relative parking requirements. The floor area ratio is less than that of the Commercial district so that these sites are more residential in character.

Commercial – The Commercial district is for office, retail, and related businesses outside of the defined Downtown district. These commercial districts include single or multi-tenant buildings on individual sites,



which are characterized by on-site parking. Their character will be differentiated by way of scale limitations and design and siting standards. For instance, in the context of an abutting neighborhood, a commercial development would be limited in building mass and height, together with other performance and site design standards (e.g. access, circulation, parking and loading, lighting, noise, etc.) to ensure compatibility.

The development types include one and two-story buildings, with the difference in floor areas attributable to building height and required parking. The percentage of green space is increased for offices and two-story buildings to accommodate public space and buffering from adjacent uses.

Downtown – The Downtown district is for the immediate downtown core along Seventh Street south of E Street, as well as on both sides of E Street stretching from Sixth Street to Eighth Street. Downtown is intended to have an urban character, which is a result of building enclosure due to narrow or no setbacks, preferably a minimum two-story building height, high building coverage and floor area ratios, and on-street or off-site parking.

Downtown is intended for commercial office and retail uses, as well as high density residential use. The floor area ratios are calibrated for (minimum) two to four story buildings, which may be for any individual use or a mixture of allowable uses. A floor area ratio is used in place of density to allow maximum flexibility as to residential unit size thereby accommodating both small and large units. The two residential development types allow for on-site parking beneath the structure for elderly housing and off-site parking for all other residential unit types. A higher percentage of green space is required for elderly housing to accommodate outdoor space (e.g. gardens, plazas, etc.). The mixed use arrangement may include any combination of uses with provision for on- and off-street parking.

Business Park – The Business Park district is intended for the Valley Ranch nonresidential development, as well as other highly visible areas with I-5 frontage. The purpose of this district is to result in a planned environment with a higher standard of development. It may include uses that are traditionally designated as “light” industrial including offices and warehousing where operational activities occur mostly indoors, or where provisions are made for a heightened appearance and quality development standard.

The Business Park district allows up to three-story buildings with 20 percent set-aside for common green space. A higher percentage of green space is to create a campus-like setting with ample land for public space, landscaping, and buffering between sites and around the perimeter of the development. A floor area ratio of 0.88 would allow a building of approximately 172,500 square feet on a 4.5 acre site, for instance.

Industrial – This land use designation is to accommodate larger-scale and/or more intensive industrial uses, which may include manufacturing uses and those with outdoor operations and storage. This will accommodate the existing uses along the railroad as well as the long-standing industrial area in Southeast Williams.

This district is designed to accommodate a broad assortment of a one-story industrial developments. A minimum 10 percent green space is to allow adequate provision for perimeter bufferyard treatments. Bufferyard and other site design standards will be established dependent upon visibility and proximity.

Land Use Policies

The following policies may be used to guide the implementation of the Future Land Use and Growth Plan.

Growth Pattern

- 3.32. The City will grow contiguously to manage the efficiency of public services and municipal infrastructure provision, to maintain a compact and well defined community form, and to oblige its fiscal responsibility.
- 3.33. During its annual budget process, the City Council will strike a balance between 1) extending infrastructure to facilitate redevelopment of blighted structures or properties, 2) facilitating infill development of vacant parcels, and 3) improving services to developed sites.
- 3.34. Development will occur first within the existing corporate limits where the infrastructure and services are readily available.
- 3.35. Annexation will occur in strict adherence with the Future Land Use and Growth Plan. Requests for annexation in areas not shown in this plan will warrant further study, a showing of cause to support the request, and require a general plan amendment.
- 3.36. The sphere of influence will be expanded soon after General Plan adoption for the expansion of the corporate limits to exert influence and protect the City's long-term planning interests.

Service Provision

- 3.37. Decisions to provide municipal infrastructure and public services will include, among others, the location of subject development relative to:
 - existing development; and
 - the area of existing utility service; and
 - the City limits; and
 - existing sphere of influence.
- 3.38. Development or individual uses outside the corporate limits will not be prematurely provided municipal infrastructure until annexation is warranted and executed, subject to conformance with the Future



- Land Use and Growth Plan. Services will be provided to these areas through mutual aid and other agreements and mandates.
- 3.39. Development and future annexation will occur in areas that are most suitable for the extension of services and infrastructure, e.g. proximity and capacity of roads and utilities, fire and police response sites, etc.
 - 3.40. Infrastructure and public services will be brought to a sufficient, quality standard within the developed area, requisite with needs.
 - 3.41. The City's land use pattern shall focus new development and significant redevelopment where adequate public services and utility capacity are already in place or projected for improvement, including streets, water, wastewater, and drainage infrastructure.
 - 3.42. Adequate public facilities and services are required concurrent with annexation and development.

Environmental Sensitivity, Resource Protection, and Flood Prevention

- 3.43. Future development and redevelopment shall be planned and implemented with appreciation for the physical environment and natural features of the community and with recognition of potential physical constraints to ensure appropriate siting of various types of development.
- 3.44. Development will occur in a manner that is compatible with the existing agricultural resources, including agricultural cropland, orchards, and ranchlands).
- 3.45. Sensitive resources, including floodplains, wetlands, riparian buffer areas along stream channels, and valued view sheds, will be protected and preserved.
- 3.46. The agricultural use and rural character of the City's perimeter shall be maintained through the strict enforcement of zoning, as applicable, and influence exerted by the City within its sphere of influence.
- 3.47. Agricultural resources will be observed so as not to unnecessarily encroach upon their operations or create nuisance conditions.
- 3.48. Resources will be protected and integrated as amenities into development.
- 3.49. The City will identify and annually review areas subject to flooding within its City Limits and Sphere of Influence.
- 3.50. The City will consider the location of natural resources to be used for groundwater recharge and stormwater management.

Conservation and Compatibility

- 3.51. The original town neighborhoods will be conserved through regulatory provisions and proactive planning measures.
- 3.52. New development will be compatible with existing and well established neighborhoods through appropriate use and design transitioning and cohesive types and patterns of development.

- 3.53. Development patterns shall provide for transitions and buffering between various land use intensities. Where land uses of incompatible intensities abut, there shall be adequate bufferyards to separate them.
- 3.54. The overall development pattern will transition from urban to suburban to rural with increased distance from the City center.
- 3.55. The traditional street and lot pattern will be respected in the design of new areas adjacent to the original town area.
- 3.56. Potential adverse impacts on adjacent land use types shall be considered in the City's development review process (including factors such as noise, odor, pollution, excessive light, traffic, etc.).
- 3.57. New development or redevelopment on "in-fill" parcels in developed areas shall maintain compatibility with existing uses and the prevailing land use pattern in the area.
- 3.58. Land uses with unusual characteristics or a higher likelihood of raising compatibility issues shall be subject to more focused review and approval through a special approval process. Reasonable conditions or permit provisions shall be applied to mitigate potential adverse impacts on nearby properties and uses.

Redevelopment and Revitalization

- 3.59. Downtown will continue to serve as the center of civic uses and activities and as a venue for culture and entertainment.
- 3.60. Reuse and redevelopment of existing property will strictly adhere to the policies and principles of this general plan and the provisions of the development ordinances.
- 3.61. An increased focus will be devoted to corridor revitalization and enhancement.

Community Design

- 3.62. Walkability and good connectivity will be promoted through continuity of the street and pedestrian system, together with a compact community form.
- 3.63. Development along I-5 and the City's primary arteries will be designed with an increased standard of quality and appearance.

Land Use

- 3.64. Residential development shall be oriented away from I-5 and other primary streets without adequate transitioning standards and situated within the roadway network and relative to other land uses so as to minimize high volumes of through traffic.
- 3.65. Residential areas shall not be situated next to intense nonresidential uses without provisions for increased separation and bufferyards. Less intense nonresidential development may be appropriate next to residential development with performance standards to mitigate adverse impacts.



- 3.66. Medium to high-density housing shall be developed at a density and scale that is compatible with the surrounding neighborhood and available utilities and roadway capacity. Larger multi-family developments shall be located on sites with adequate space for off-street parking, accessory structures, and recreational activity, and toward the edge of single-family residential areas where higher traffic generation and taller building heights can be better accommodated.
- 3.67. Smaller-scale commercial development shall be accommodated at selected locations within or at the edge of residential neighborhoods to address retail and personal service needs of nearby residents in a convenient and accessible manner, subject to restrictions and performance standards to ensure a compatible character.
- 3.68. Schools, parks, golf courses, and community facilities shall be located close to or within residential neighborhoods for accessibility and to provide a focal point for effective and cohesive neighborhood design.
- 3.69. Uses that commonly have moderate- to large-scale assemblies of people such as churches, funeral homes, membership organizations, and other institutions, shall be appropriately located on adequate size parcels with sufficient space to accommodate the off-street parking and accessory needs. Such uses shall be located so as to minimize any adverse or undue significant burden on adjacent or adjoining land uses, as well as that portion of the street network.
- 3.70. Smaller-scale suburban commercial retail and service uses shall be located at intersections of collector or arterial streets and at the edge of logical neighborhood areas – or within neighborhoods where suitable sites exist and conditions are appropriate to balance compatibility with convenience.

Civic Spaces and Amenities

- 3.71. Parks and open spaces will be well distributed and conveniently accessible to all neighborhoods, including provisions for pedestrian connectivity.
- 3.72. Downtown will be the hub of civic activity through provision of public spaces and amenities.

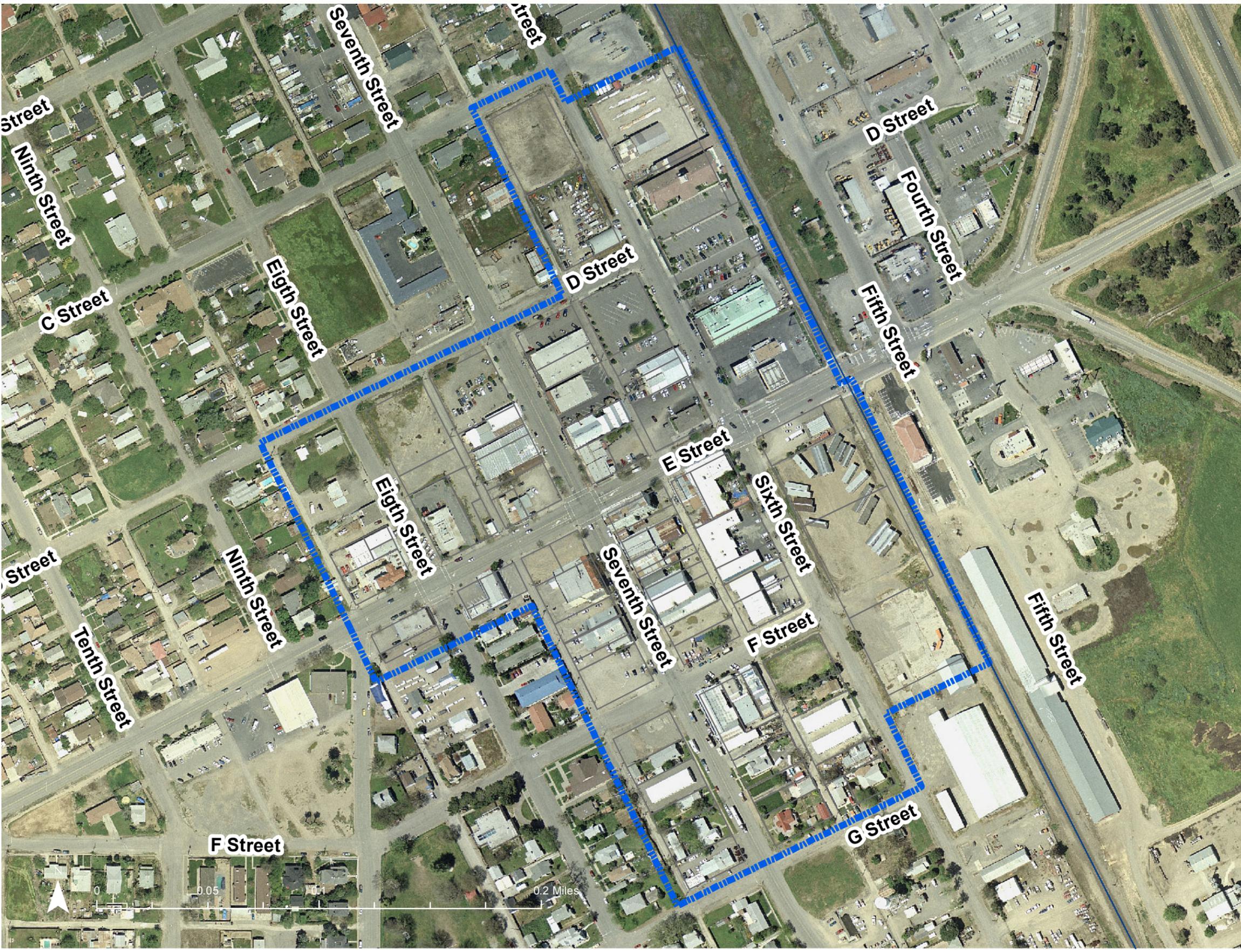
Housing

- 3.73. An assortment of housing types will be provided to meet community and regional housing needs and to fulfill objectives of choice and affordability.
- 3.74. Appropriate locations for low- and high-density residential development shall be provided based on accessibility, site suitability, utility availability, and environmental factors.
- 3.75. Portions of the community shall be reserved for uniform development of a specific housing type (e.g., detached single-family dwellings, duplexes, townhomes, patio homes, apartments, and manufactured homes), while blending of residential uses shall be

allowed in other areas to suit the differing tastes of housing consumers, but with reasonable development standards to ensure compatibility.

City / County Cooperation

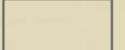
- 3.76. The City shall continue its ongoing efforts to encourage collaborative review of development projects within the City's Sphere of Influence and insuring City facilitated review of project proposals within the City's Sphere of Influence.

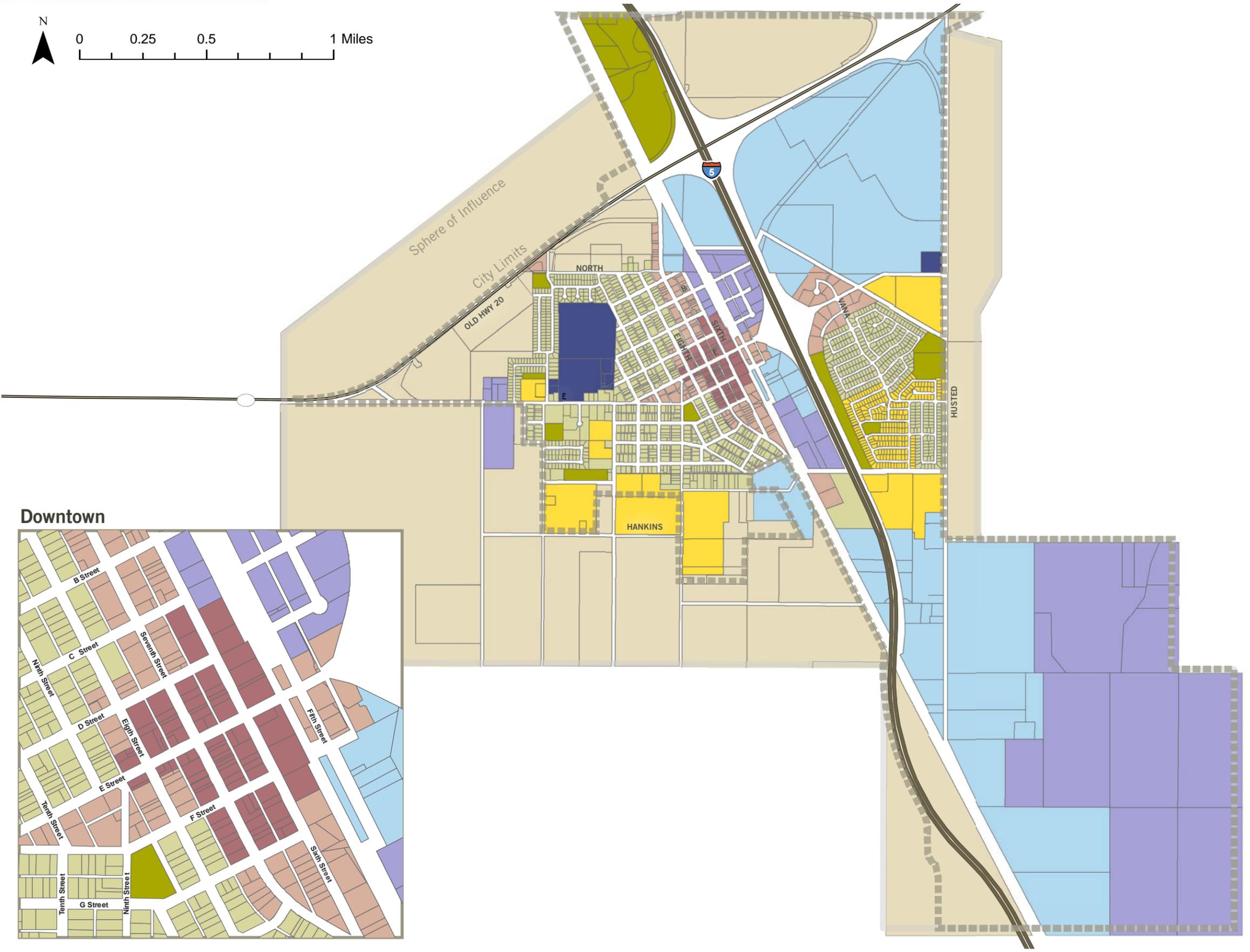
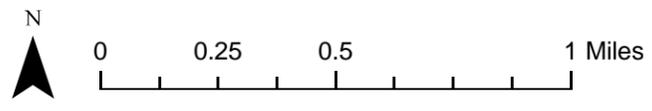


Map 3.1

Downtown District

Legend

-  Downtown District Limits
-  Downtown Parcels

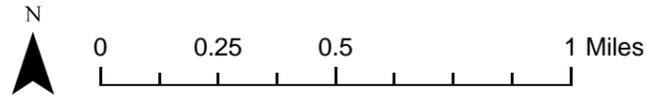


Map 3.2

Scenario A - Low Growth

Legend

- City Limits
- Sphere of Influence
- Future Land Use**
- Agriculture
- Parks and Recreation
- Neighborhood Conservation
- Estate Residential
- Suburban Residential
- Urban Residential
- Commercial
- Downtown
- Business Park
- Industrial
- Institutional



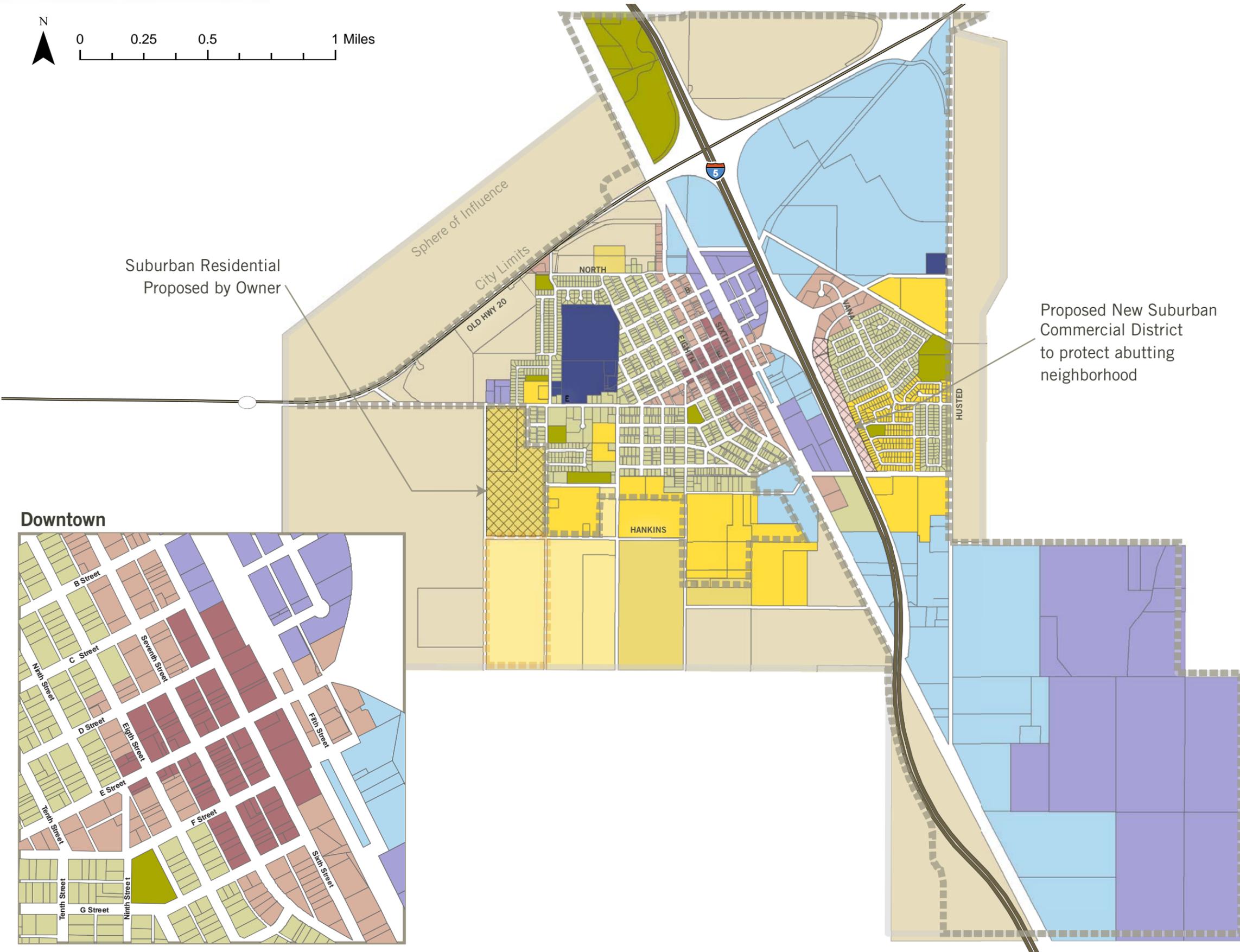
Map 3.3

Scenario B - Moderate Growth

Legend

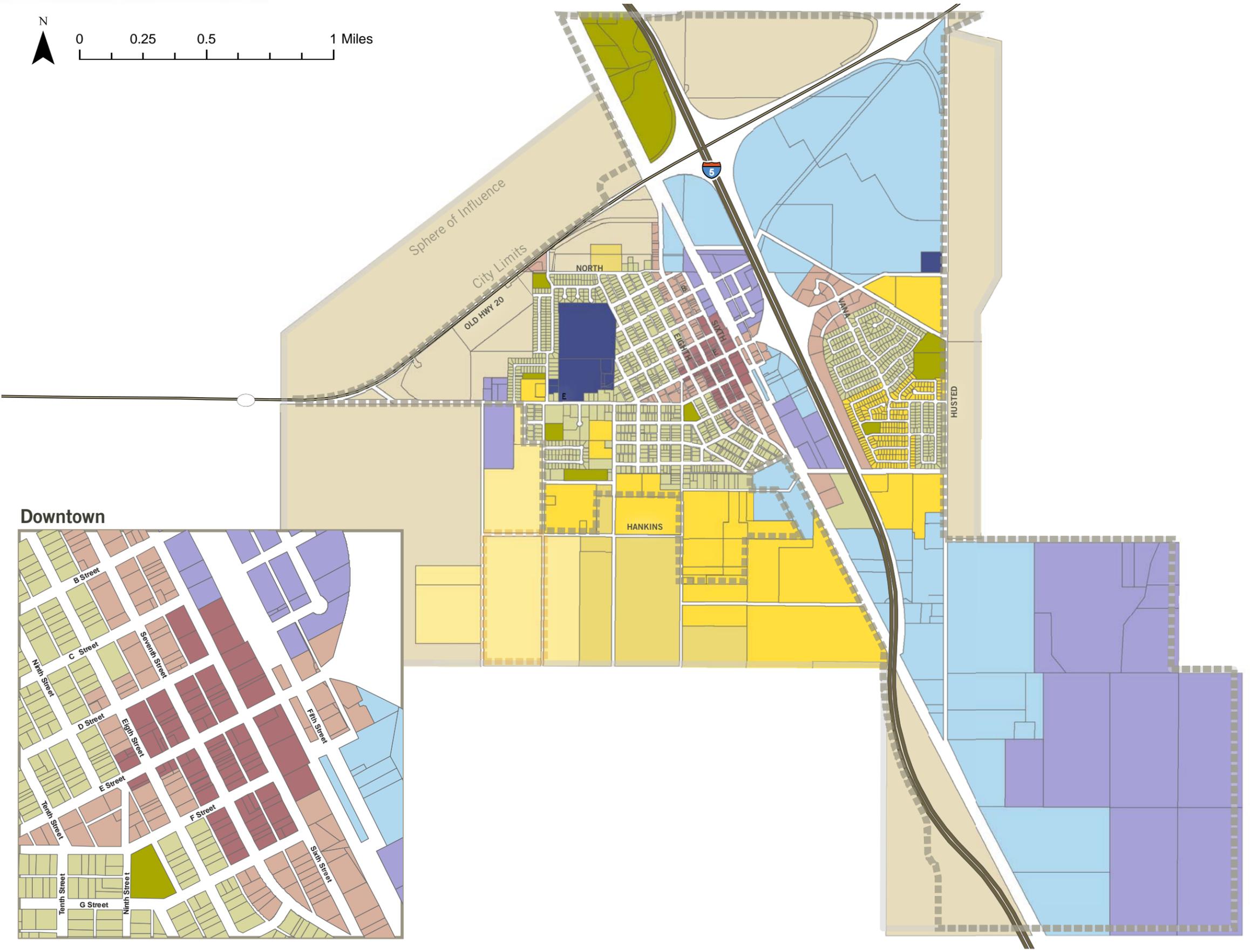
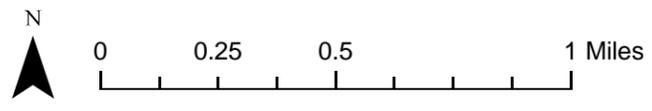
- City Limits
- Sphere of Influence
- Proposed New Land Use
- Future Land Use**
- Agriculture
- Parks and Recreation
- Neighborhood Conservation
- Estate Residential
- Suburban Residential
- Urban Residential
- Suburban Commercial
- Commercial
- Downtown
- Business Park
- Industrial
- Institutional

May 2012



Downtown





Downtown

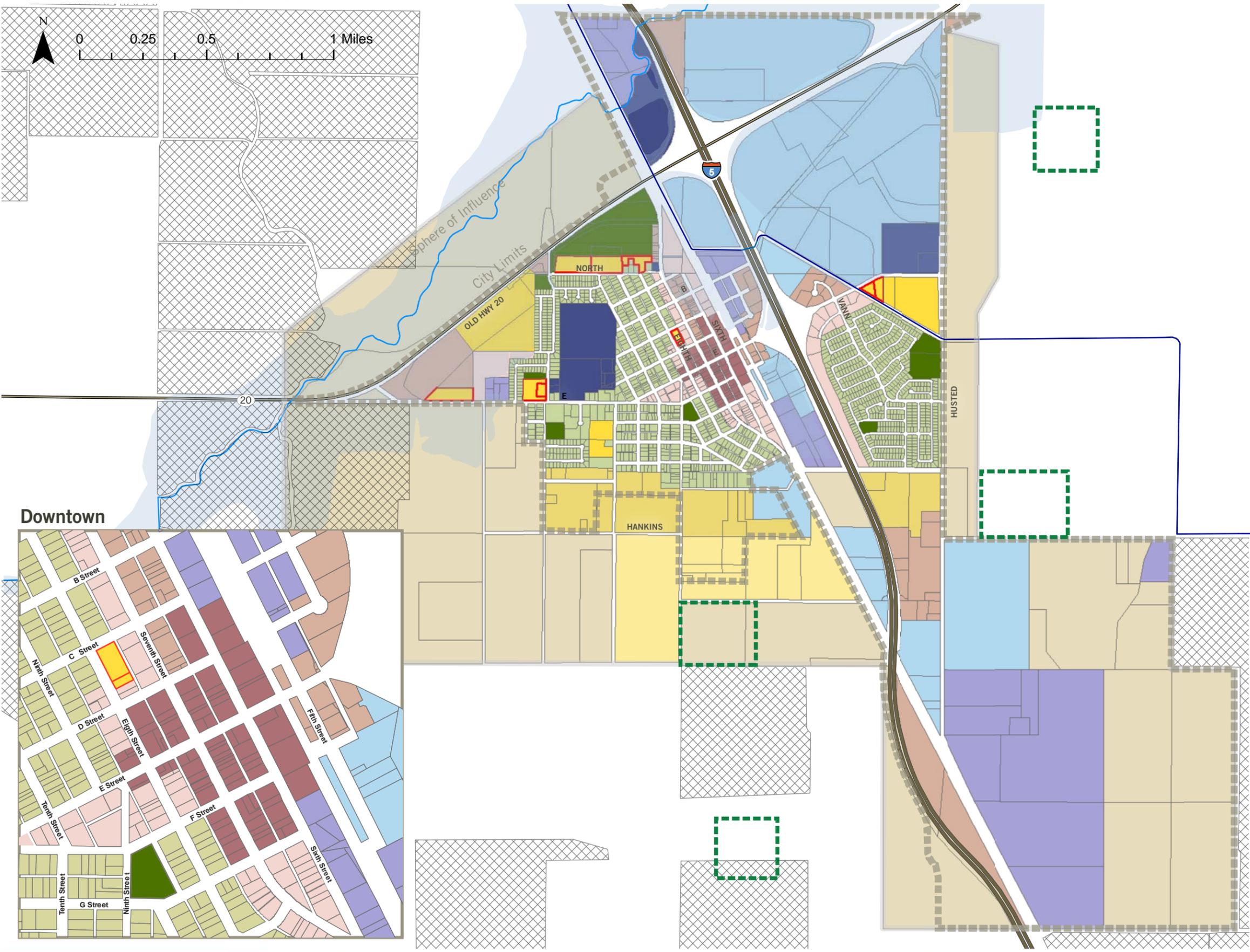
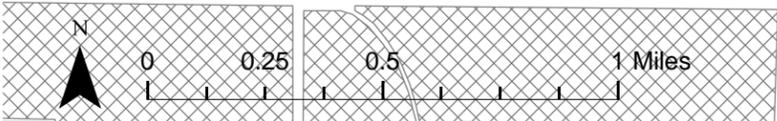


Map 3.4

Scenario C - High Growth

Legend

- City Limits
- Sphere of Influence
- Proposed New Land Use
- Future Land Use**
- Agriculture
- Parks and Recreation
- Neighborhood Conservation
- Estate Residential
- Suburban Residential
- Urban Residential
- Commercial
- Downtown
- Business Park
- Industrial
- Institutional



Downtown



Map 3.5

Future Land Use and Growth Plan

Legend

- City Limits
- Sphere of Influence
- Williamson Act¹
- Proposed School Site
- Floodplain

Future Land Use

- Agriculture (2,033.71 acres)
- Parks and Recreation (62.36 acres)
- Neighborhood Conservation (277.71 acres)
- Estate Residential (176.08 acres)
- Suburban Residential (144.76 acres)
- Urban Residential (69.29 acres)
- Urban Residential - High Density (27.20 acres)
- Suburban Commercial (78.18 acres)
- Commercial (177.37 acres)
- Downtown (23.44 acres)
- Business Park (706.74 acres)
- Industrial (393.16 acres)
- Institutional (109.98 acres)



Public Safety

Chapter 4

Since 1975, the California Government Code has required an element of the General Plan to address public safety, which was combined with the seismic element through an act of the legislature in 1984. As required by law, this public safety element includes policies and implementation measures that are for the purpose of protecting the community and its residents, as well as its structures, properties, and infrastructure, from any risks associated with the effects of natural or manmade hazards. Therefore, this chapter is comprised of the following:

- **Flooding** has traditionally been among the greatest hazards to life and property in Williams. This is due to the expansive 100-year floodplain lying to the north of the community. The flat topography of Williams combined with inadequate flood storage and lacking system capacity leads to inundation during heavy storm events. This inundation is mostly in the rural, undeveloped areas although there is property and structural flooding along the northern fringes of development, which (anecdotally) has stretched along 6th and 7th Streets as far south as D Street. Fortunately, this flooding has not been significant enough to lead to a loss of life, but it has caused structural damage and thus, affects the value of development in these areas. In the context of public safety, the mitigation of flooding is often discussed and thus, among the highest priorities for the community.
- **Seismic and geologic hazards** are an important consideration in the state due to the presence of fault lines and their proximity to developed areas. While there are no active faults near Williams or in Colusa County, the northern Sacramento Valley can expect regular low-intensity shocks. However, according to the State Division of Mines and Geology, the possibility of a major earthquake cannot be ruled out. The City must therefore, take the necessary steps to prepare itself and its residents against such natural hazard. Other seismic and geologic considerations include landslides, subsidence, expansive soils, erosion, and volcanic eruptions, which have varying degrees of hazard for Williams.

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Services	4.15
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- **Structural fires and wildfires** are a constant hazard in Williams as they are in any community. The Williams Fire Protection Authority was formed in 1994 for the purpose of protecting life and property within the City of Williams and the surrounding rural area. From their single station, they provide response to medical and fire calls and for other emergency response purposes. The Authority is responsible for reviewing site and building plans and both administering and enforcing compliance with the California Fire Code.¹ The areas that are most susceptible to wildfires are those to the west of Williams, which increase in severity with distance from the community.
- **Police services** include the protection of persons and property within the City limits. The Williams Police Department is responsible for crime prevention and law enforcement, as well as community education. The areas outside the City limits are the responsibility of the Colusa County Sheriff's Department and the California Highway Patrol along I-5.
- **Hazardous materials management** is important to ensure the safe storage, handling, and transportation of hazardous materials within and through the community. Most of the hazardous materials that have the potential to affect Williams are those associated with agricultural operations, including the use of aerial and ground application of chemicals. Additionally, major transportation routes such as I-5, Old Highway 20, and CFNR Railroad are used to transport these materials to and through Williams. Proper handling and management of any accidental releases or spill events is a primary consideration.

The plan shall include the following elements:

(g) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards; flooding; and wild land and urban fires.

-California Government Code, Section 65302

Purpose

The purpose of this general plan element is to identify the various threats to the health and safety of the community, and address them with both short-term and long-range solutions that will be proactive in an effort to prevent the occurrence of unnecessary disasters, while also protecting against the loss of life, property and resources should one occur. The policies of this element are intended to direct the decision-making bodies of the City to provide an acceptable level of protection to the City and to ensure that development provided for in this General Plan Update offers an equivalent level of protection. This protection will be achieved through the construction of new facilities, development and execution of new plans and safety programs, and the good and regular maintenance of the control measures already in place.

Realization

The following subsections elaborate on the existing conditions, key future planning considerations, and the context of each of the above described safety hazards. This narrative is followed by the City's policies and the advisable action steps to be taken to effectively implement this general plan.

¹ The California Fire Code, 2007 Edition, incorporates and amends the International Fire Code, 2006 Edition, published by the International Code Council, which is adopted by reference and incorporated as the fire code of the city.



FLOOD PROTECTION

Williams is confronted with persistent flood hazards due largely to the upstream watershed. In general, there are approximately 125 square miles of mountains and farmland that drain into the network of creeks and drainage canals above the City. Therefore, rainfall events often exceed the capacity of the conveyance systems, which results in overflows of storm waters that flow into developed portions of the City. As a result, the City has had several disaster declarations, which has resulted in costly damages and emergency construction.

The City lies mostly within the Freshwater Creek Basin. Two of the basin's tributaries include Salt Creek and Spring Creek, both of which flow through the City and its sphere of influence. As the primary conveyances, the capacity of these stream channels is often exceeded, even with modest rainfall events. This is due, in part, to the external hazards attributed to the runoff generated in areas of the watersheds that are outside of the City. Since these areas are largely rural and have less affect on property, these watersheds have not been extensively studied nor have significant, near-term improvements been identified. Secondly, flooding is caused by a lack of storm drainage infrastructure within the City. Since much of the drainage within the City is by way of overland sheet flow and above ground facilities like roadside ditches, valley gutters, and surface drainage in streets, there is simply an insufficient capacity to adequately handle the volume of storm water that is generated outside of and within the City.

The City participated in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) program. As part of its administration of the National Flood Insurance Program (NFIP), FEMA publishes flood hazard maps (known as FIRMs). The purpose of a FIRM is to show the areas in Williams that are subject to flooding and the risk associated with these flood hazards. One of the areas shown on the FIRM is a Special Flood Hazard Area (SFHA). The SFHA is the area that has a 1-percent or greater chance of flooding in any given year; this area is also referred to as the 100-year floodplain. The flood hazard and risk information presented on the FIRMs is the result of engineering studies that are performed by engineering companies, other Federal agencies, or communities, which are reviewed for compliance with FEMA guidelines and approved by FEMA.

The City's involvement in NFIP requires it to adopt and enforce minimum floodplain management standards. These floodplain management requirements are designed to prevent new development from increasing the flood threat and to protect new and existing buildings from anticipated flood events. The City must therefore, require permits for all development in the SFHA and ensure that construction materials and methods used will minimize future flood damage. In return, the Federal Government makes flood insurance available for almost every building and its contents within the

Flood hazard zone means an area subject to flooding that is delineated as either a special hazard area or an area of moderate hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of flood hazard zones does not imply that areas outside the flood hazard zones, or uses permitted within flood hazard zones, will be free from flooding or flood damage.

community. No insurance may be obtained for structures built within the designated floodway or below the elevation of the 100-year flood. However, insurance is available in the 100-year floodplain for homes built with the first floor of living area above the 100-year flood elevation.

Land development results in an increase in the amount of impervious surfaces and decreased ground cover and vegetation. These conditions limit infiltration and, without adequate mitigation, can increase storm water runoff rates and volumes, and decrease the time required to reach and surpass the capacities of the drainage conveyance systems. For this reason, the City must be cognizant of the impacts of new development, and adequately prepare for and plan to mitigate these impacts with good design principles and adequate, up-to-date standards.

There have been a large number of studies undertaken to address the flooding conditions in and around Williams.² Two of the more recent include Preliminary Technical Memorandum for Flood Hazard Mitigation Study Project Alternatives and the Storm Drainage Master Plan. These two studies offer recommendations regarding the design capacities for sizing storm drainage infrastructure and detention basins, structure and non-structural measures to reduce existing flooding problems, preparation of a storm water management plan, and considerations applicable to new development. Many of these recommendations warrant consideration concurrent with the implementation of this general plan update.

Policies

- 4.1. The City will require applicants for development to submit drainage studies that adhere to storm water design requirements and incorporate measures from the Storm Drainage Master Plan to prevent on- or off-site flooding.
- 4.2. Future development will include adequate provisions for on- and/or off-site collection, storage, and conveyance of storm water, in accordance with the City's policies and standards.
- 4.3. Land within the floodplain that is indicated for future development in this general plan will mitigate flooding conditions through the means required by the City and FEMA.
- 4.4. New development shall not cause downstream property owners, watercourses, channels, or conduits to receive storm water runoff at a higher peak flow rate than would have resulted from the same storm event occurring over the development site with the land in its natural, undeveloped condition.

² The Preliminary Technical Memorandum for Flood Hazard Mitigation Study Project Alternatives, March 28, 2003, references a bibliography of more than 30 reports and studies throughout the Sacramento Valley.



- 4.5. Storm retention/detention facilities will be integrated into the open space set-asides of future land developments and used as amenities and recreational areas.
- 4.6. Storm detention basins will be jointly used as public open space and recreational facilities where such improvements are determined by the City to be needed and warranted.
- 4.7. The City will continue to participate in the National Flood Insurance Program and in so doing with maintain their regulations in compliance with the standards of the Federal Emergency Management Agency (FEMA).
- 4.8. The City will promote and encourage the use of natural drainage configurations such as depression areas, wetlands, and natural swales versus underground storm drainage infrastructure.
- 4.9. The design of drainage improvements will be sensitive to community aesthetics, aquatic habitat, recreation (trails, playing fields), wetlands, and water quality mitigation.
- 4.10. The City will encourage design strategies to reduce the impact of impervious surfaces on storm water quality through the use of water gardens, rain barrels or cisterns, pervious pavement, vegetated swales, swale blocks, and green roofs, among others.
- 4.11. Review this Public Safety Element concurrently with the periodically updated Housing Element to update any new information regarding floodplain mapping and/or regulations and to ensure consistency.
- 4.12. Discourage extensive areas of impermeable surfaces and promote the use of permeable materials for surfaces such as driveways and parking lots.
- 4.13. The City will identify flood hazard information.
- 4.14. In its pending new Drainage Master Plan, the City will identify goals, objectives, and feasible implementation measures to protect itself from unreasonable risk of flooding.
- 4.15. The City will take a comprehensive approach to flood mitigation, and include floodplain management ordinances.

Actions

- 4.a. The City of Williams will coordinate with agencies having jurisdiction over the upstream lands to identify flood control alternatives and employ better flood management practices as a means to mitigate flooding conditions in the community.
- 4.b. The City will require a minimum of 100-year flood protection for new construction, and strive 100-year flood protection for unincorporated communities. Should FEMA increase these minimum standards, the City will mirror the new level of protection at the local level.
- 4.c. Update the Storm Drainage Master Plan to revise the assumptions relating to the future types and patterns use and their corresponding levels of imperviousness. This is particularly relevant and important

Vegetated Swale



Bioswale



Among the "green infrastructure" strategies are the use of vegetated swales and bioswales to improve storm water quality.

- considering the open space ratios that are integrated into the land use and zoning districts.
- 4.d. Maintain a Flood and Drainage Master Plan that addresses the following, at a minimum:
- Storm water and drainage improvements for all sections of the City that are needed to accommodate planned growth;
 - Coordination with irrigation districts, the County and other affected flood control agencies to develop uniform standards for irrigation and storm water conveyance infrastructure; and
 - Standard measures used for new development to address localized flooding, such as measures to avoid off-site drainage impacts from adjacent agricultural operations.
- 4.e. At the time the City reaches a size by which it is required to comply with Section 402(p) of the Federal Clean Water Act, prepare a Storm Water Management Plan (SWMP) to fulfill the requirements for improving the quality of storm water discharges from Small Municipal Separate Storm Sewer Systems (MS4) for Phase II municipalities.
- 4.f. Begin identifying Best Management Practices (BMPs), particularly construction site storm water runoff control and post-construction storm water management, to reduce the discharge of pollutants to the storm water system. These should be integrated as standards into the City's subdivision regulations.
- 4.g. Through improved land development practices and regulations, establish a hierarchy for managing storm water with the following priorities: minimize impervious surfaces, attenuate flows by use of open, vegetated swales and natural depressions and preserve existing natural stream channels, infiltrate runoff³, provide storm water retention and then detention structures, provide velocity dissipation structures or channel design, and construct storm sewers.
- 4.h. Require new development projects to provide site or project specific storm drainage solutions with are consistent with the approach outlined in the Storm Drainage Master Plan.
- 4.i. Require storm water storage facilities to be designed to store 115 percent of the required storm volume to support the development as means to reduce the need to clean out accumulated sediments and other solids.
- 4.j. Require new development projects to construct elements of the master plan infrastructure system that are within or abutting their project boundaries.

³ Infiltration is based on the extent practicable considering Group D soils that have a high runoff potential.



- 4.k. Allow the use of temporary onsite detention basins as an interim measure, subject to applicable engineering standards, only until such time as the City's permanent drainage system is completed. Funds, in an amount to be determined, must be deposited with the City to pay for the future decommissioning and filling of the temporary detention basin.
- 4.l. Pre-plan for the incorporation of recreation elements into future detention basins by acquiring sufficient additional land and programming recreational facility improvements, as applicable.
- 4.m. Investigate the feasibility of the alternatives outlined in the Preliminary Technical Memorandum for Flood Hazard Mitigation Study Project Alternatives. The structural alternatives include improving the conveyance capacity of Freshwater and Salt Creeks and the supporting network of drainage laterals, replacing bridge crossings to remove obstructions, constructing diversion dams to channel flows away from the City, constructing flood detention and multi-purpose flood retention reservoirs, constructing levees to the west and north of the City with removable floodwall sections, and elevating existing structures. The non-structural alternatives include land acquisition, cropland storage, channel restoration, upland re-vegetation, and improved maintenance of stream channels.
- 4.n. Investigate and adopt the necessary funding approaches to facilitate development of the City's storm drainage system, including consideration of a storm drain utility fee for improvements within the existing developed area⁴ and development impact fees, assessment district(s), and/or special tax districts for new development.⁵
- 4.o. Annually review areas subject to flooding, levee failure, and dam inundation, including any relevant information developed by FEMA, the California Department of Water Resources, and other agencies, and update City-wide flood risk maps accordingly in compliance with AB 162.
- 4.p. During preparation of the Capital Improvement Program, review the conditions of bridges, culverts, railroad trellis structures, and other flood control and storm water conveyance infrastructure and include necessary improvements on the CIP to ensure safety of persons in the City and adequate conveyance of flood waters.
- 4.q. In accordance with California Government Code Sections 65302.9 and 65860.1, once the Central Valley Flood Protection Plan (CVFPP) has been adopted in July 2012, the City will review, and if necessary



The joint use detention facility that also provides a wetland, park, and play fields in Valley Ranch is exemplary of the approach advocated by this general plan.

⁴ This would be subject to the provisions of Proposition 218, the "Right to Vote on Taxes Act" of 1996.

⁵ The use of special tax districts is in accordance with the Mello Roos Community Facilities District Act of 1982.



In 2004, the City adopted a resolution to adopt the Colusa County Operational Area Local Hazard Mitigation Plan.⁶ This plan was required by Federal law⁷ as a prerequisite for the receipt of Federal grant funds, and establishes parameters of O.E.S. to carry out post disaster mitigation activities. The goals of the plan is to provide the basis for funding pre-mitigation priorities for projects that save lives and reduce damage. This plan includes a series of mitigation strategies that are applicable to the City of Williams. These primarily relate to enforcing earthquake preparedness activities and inspections based on city and county codes, public education and preparedness drills, bringing buildings to code, preparing to reduce flood damage, and enforcing wild fire defensible zones around homes. Specifically related to Williams, the mitigation measure identified is to maintain the integrity of stream banks to protect against flooding. This plan is required to be updated in 2010, which is the sole responsibility of the Colusa County Office of Emergency Services. It is advisable for the City to actively engage in this update process.

Policies

- 4.16. The City will continue to coordinate with the Colusa County Office of Emergency Services and the California State Office of Emergency Services to collect, account for, and distribute geologic data for use in preparedness and hazard mitigation planning.
- 4.17. Geotechnical investigation will be required by the City for any development proposed to occur in an area of known subsidence for which engineering modifications may be necessary to mitigate or eliminate adverse impacts.
- 4.18. The City supports the Williams Fire Protection Authority (WFPA), efforts to continuously seek to lower its fire insurance rating Public Protection Classification (PPC) by improving the availability of water and the adequacy of fire flows and investing in an advance communication system.
- 4.19. The City will comply with state seismic and building standards in the design and citing of its critical emergency response facilities, and coordinate with other local agencies, such as the Williams Unified School District, to facilitate their compliance as well.

Actions

- 4.t. Coordinate with the Colusa County Office of Emergency Services in their 2010 update of the Local Hazard Mitigation Plan. Specifically, the City should seek to elaborate on this plan to ensure its interests in hazard preparedness, as well as consistency with this general plan. This will require a new resolution to replace Resolution 04-38.
- 4.u. Update from time to time the City's building standards to stay current with amendments to the California Building Code.

⁶ Resolution 04-28, adopted by the City Council of the City of Williams on December 8, 2004.

⁷ Disaster Mitigation Act of 2000 and 44 CFD, Part 201

- 4.v. Investigate buildings within the City of Williams that were constructed of unreinforced masonry and built prior to the current standards of building construction to document their location and make record of needed code compliance.
- 4.w. Update and keep current an emergency response plan for the City that outlines the roles and responsibilities of different agencies, the command center location, areas of shelter, means of public notification, and the methods for providing emergency response.

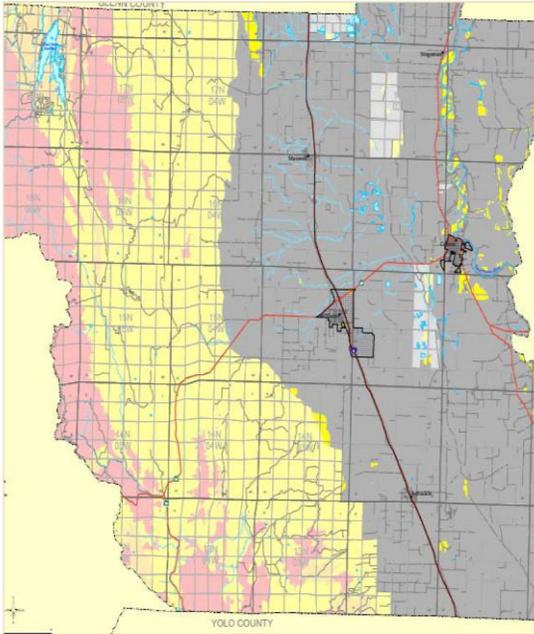
FIRE PROTECTION SERVICES

According to the California Department of Forestry and Fire Protection, the City of Williams is within a Local Responsibility Area (LRA) that is unzoned as to its fire hazard severity zone. Essentially, this means that the City is at low risk for wild land fires. Areas further west in the foothills and mountains of Colusa County have an increased potential for fire hazard.⁸ Although the risk is low within the community, it is important for the City to remain cognizant of this potential threat, and to prepare itself in a manner that protects life, property, and resources from wildfires. Therefore, it is prudent for the City to adapt its fire protection planning to incorporate good practices for limiting the exposure to unnecessary fire hazards.

The State Board of Forestry and Fire Protection classify areas in which the primary financial responsibility for preventing and suppressing fires is that of the state. These include: lands covered wholly or in part by timber, brush, undergrowth or grass, whether of commercial value or not; lands which protect the soil from erosion, retard run-off of water or accelerated percolation; lands used principally for range or forage purposes; lands not owned by the Federal government; and lands not incorporated. By Board regulations, unless specific circumstances dictate otherwise, lands are removed from State Responsibility Areas (SRAs) when housing densities average more than three units per acre over an area of 250 acres. CAL FIRE has SRA responsibility for the protection of over 31 million acres of California's privately-owned wild lands. The area to the west of Williams is within the SRA, for which the WFPD has a contract with the Lake Napa Unit for fires within this area.

The responses of the Williams Fire Protection Authority may be grouped into three categories: fire calls, emergency medical calls, and non-fire calls. The latter are for investigations of possible fire hazards, false alarms, and other miscellaneous calls. The numbers of calls within each of these categories is outlined in *Chapter 2, Background Analysis*. In short, the WFPA's incident response has been maintained at roughly one hundred calls per

⁸ The Fire Hazard Severity Zones in Local Responsibility Area map shows the western portions of Colusa County in the "Other Moderate" and "Other Very High" zones.



The yellow and pink areas lying west of Williams are within the State Responsibility Area. These are within the other moderate (yellow) to other very high (pink) fire hazard severity zones.



thousand population (0.11), which is significantly lower than the national average of 0.19 per thousand. While a majority of these calls are within the City of Williams, the entire service area is over 200 square miles.

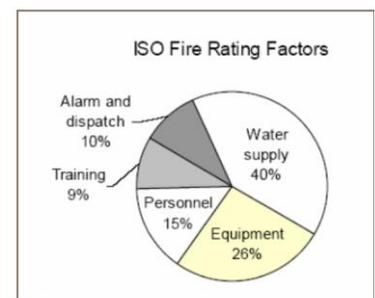
Fire protection services for the 3,187.3 acres that exist within the City Limits are managed from one station located at 810 E Street. While a one and one-half mile radius covers the entire City limits from this location, the response time to East Williams is dependent upon whether or not there is a train crossing E Street. If so, fire response must be rerouted north to Old Highway 20, which lengthens the trip and increases the time of response. As the community expands eastward a second station is warranted on the east side of town. This is based on the Insurance Services Organization (ISO) guideline that a fire station can cover one and one-half road miles from an existing station. As new growth occurs beyond these limits, either during the horizon of this general plan or beyond, further consideration should be given of establishing a second fire station.

The Insurance Services Organization (ISO) rating is four (out of a possible ten, with one as the highest) within the City and six for a distance up to five miles from the fire station. This is important as insurance companies use Public Protection Classification (PPC) information to help establish the premiums for fire insurance

- generally offering lower premiums in communities with better protection. The ISO rating is determined using a manual called the Fire Suppression Rating Schedule (FSRS), which evaluates three major areas:

- Fire alarm and communications systems. A review of the fire alarm system accounts for 10 percent of the total classification. The review focuses on the community's facilities and support for handling and dispatching fire alarms.
- Fire department. A review of the fire department accounts for 50 percent of the total classification. ISO focuses on a fire department's first-alarm response and initial attack to minimize potential loss. Here, ISO reviews such items as engine companies, ladder or service companies, distribution of fire stations, equipment carried on apparatus, pumping capacity, reserve apparatus, department personnel, and training.
- Water supply. A review of the water-supply system accounts for 40 percent of the total classification. ISO reviews the water supply a community uses to determine the adequacy for fire-suppression purposes. The organization also considers hydrant size, spacing, type, and installation, as well as the inspection frequency and condition of fire hydrants.

The Fire Suppression Rating Schedule (FSRS) measures the major elements of a community's fire-suppression system and develops a numerical grading called a Public Protection Classification (PPC). The items considered in the FSRS and the percentage weighting of each item in the calculation that leads to a PPC rating is as follows:



The Insurance Services Office (ISO) collects information on public fire protection and analyzes the data using a Fire Suppression Rating Schedule (FSRS). ISO assigns a Public Protection Classification (PPC) from 1 to 10. Class 1 represents the best public protection, and Class 10 indicates less than the minimum recognized protection.

Receiving and handling of fire alarms

Receipt of fire alarms by commercial telephone — ISO compares the number of telephone lines provided with the number of telephone lines needed for emergency and business calls. The number of needed lines depends on the population served by the communication center. ISO also evaluates telephone directory listings.	2%
Operators — ISO compares the number of fire alarm operators provided with the number of operators needed. The number of needed operators depends on whether the community is meeting its performance standards with existing operators for receiving and dispatching alarms. Alternatively, if performance data is unavailable, the number of needed operators is based upon the number of alarms received.	3%
Alarm dispatch circuits — All fire departments (except for single-station departments with full-time personnel receiving alarms directly at the station) need adequate means of notifying personnel of fire locations. ISO evaluates the type and arrangement of those facilities.	5%
Subtotal	10%
Fire department	
Pumpers — ISO compares the number of in-service pumpers and the equipment carried with the number of needed pumpers and the equipment identified in the FSRS (or equivalency list). The number of needed pumpers depends on the Basic Fire Flow, the size of the area served, and the method of operation.	10%
Reserve pumpers — ISO evaluates the adequacy of the pumpers and their components with one (or more in larger communities) pumper out of service.	1%
Pump capacity — ISO compares the pump capacity of the in-service and reserve pumpers (and pumps on other apparatus) with the Basic Fire Flow. ISO considers a maximum Basic Fire Flow of 3,500 gpm.	5%
Ladder/service — Communities use ladders, tools, and equipment normally carried on ladder trucks for ladder operations, as well as for forcible entry, utility shut-off, ventilation, salvage, overhaul, and lighting. The number and type of apparatus depend on the height of the buildings, needed fire flow, and the size of the area served.	5%
Reserve ladder and/or service — ISO compares the adequacy of ladder and service apparatus when one (or more in larger communities) apparatus is out of service.	1%
Distribution of companies — ISO credits the percentage of the community within specified response distances of pumpers (1-1/2 miles) and ladder/service apparatus (2-1/2 miles).	4%
Company personnel — ISO credits the personnel available for first alarms of fire. For personnel not normally in the fire station (for example, volunteers), ISO reduces the value of the responding members to reflect the delay due to decision, communication, or assembly. ISO then applies an upper limit for the credit for manning, as it is impractical for a very large number of personnel to operate a piece of apparatus.	15%



Training — Trained personnel are vital to a competent fire-suppression force. ISO evaluates training facilities and their productivity; training at fire stations; training of fire officers, drivers, and recruits; and building familiarization and prefire planning inspections.	9%
Subtotal	50%
Water supply	
Adequacy of water supply — ISO compares the available water supply at representative community locations with the needed fire flows for those locations. The supply works, the water main capacity, or fire hydrant distribution may limit the available supply.	35%
Hydrants: size, type, and installation — ISO evaluates the design capacity of fire hydrants.	2%
Hydrants: inspection and condition — ISO evaluates the frequency of fire hydrant inspection, the completeness of the inspections, and the condition of the hydrants.	3%
Subtotal	40%
Divergence	
Divergence — An inadequate water supply may limit the ability of even the best fire department to suppress fires. Similarly, an inadequate fire department may not be able to make effective use of an abundant water supply. So, if the quality of the fire department and the water supply are different, ISO adjusts the total score downward to reflect the limiting effect of the less adequate item on the better one.	
TOTAL	100%

Source: <http://www.isomitigation.com/ppc/2000/ppc2007.html>

The WFPA has established a response time standard to determine the effectiveness of fire services in Williams. A six minute response time on 90 percent of its calls has been determined to be the target for the purpose of saving lives and structures. Currently, the Authority has a response time of approximately seven minutes. Another station location on the east side of I-5 would improve response time.

Municipal Code Chapter 17.112 establishes a fire facilities development fee that imposes upon residential, commercial, industrial and other land development projects an equitable share of the cost of additional and expanded fire needs created by new development projects. The amount of the fee was initially established by Resolution 91-13 in 1991. The amount of the fee remained unchanged until Resolution 03-24,⁹ which established updated fees to allocate a fair portion of the costs of the fire facilities. This resolution also provided that, “Commencing on July 1, 2004, the Fee shall be adjusted on July 1 of each year to reflect the increase, if any, in the cost of living...”. In light of the expected future growth this annual review is warranted.

⁹ Passed and adopted by the City Council on October 8, 2003



Year	Population	Firefighters
2009	5,287	4
2015	6,279	5
2020	7,322	6
2025	8,487	6
2030	9,822	7

The current ratio of full-time firefighters is 0.76 per 1,000 residents. In order to maintain this ratio, the number of full-time firefighters needed for the projected increase in population is shown above.

Source: Kendig Keast Collaborative

Policies

- 4.20. The City supports the Williams Fire Protection Authority's (WFPA), efforts to lower its fire insurance rating and public protection classification (PPC) by:
- improving the availability of water and the adequacy of fire flows; and
 - investing in an advanced communication system.
- 4.21 The City will continue to coordinate with the Colusa County Office of Emergency Services to identify and establish evacuation routes and operational plans to be used in case of a fire (or other) public safety hazard.
- 4.22. The City will continue to coordinate with the WFPA to minimize its risk for wild land and urban fires through the administration and enforcement of Chapter 15.24, Fire Code concurrent with the amendments of the California Fire Code.
- 4.23. The City will continue to work with the WFPA to plan for the provision of water infrastructure to support the fire fighting capabilities of the WFPA.
- 4.24. The City will continue to support the WFPA in its participation in the California Master Mutual Aid Agreement.
- 4.25. The City will observe responsible land use planning as it relates to the management and protection against fire hazards.
- 4.26. The City will support the WFPA investigations of constructing a second fire station on the east side of I-5.

Actions

- 4.x Provide assistance to the WFPA with coordination with the Colusa County Office of Emergency Services in their 2010 update of the Local Hazard Mitigation Plan to expand upon the City's emergency response plan pertaining to wildfires and urban fires..
- 4.y. Support the WFPA in its work to elevate the fire insurance rating from four to three within a period of five years. Consider the feasibility of additional rating improvements over a longer period of time.
- 4.z. The City shall review and amend its ordinances and remove any regulatory barriers, as necessary, to integrate defensible space provisions with respect to clearance of brush and other highly flammable materials around buildings. While not within a State Responsibility Area (SRA), provisions relating to vegetation management, clearing, and fuel reduction are good fire protection practices.
- 4.aa. Develop a local fire safe council of community members to aid the WFPA in developing a readiness plan and educating land and homeowners to mitigate the risks and effects of fire hazards.
- 4.bb. Provide support to the WFPA in promoting the availability of fire inspections as a means for identifying risks and measures for protecting against unnecessary fires.



- 4.cc. Assist the WFPA in preparing a local fire service evaluation report to constructively self-evaluate the fire response and to identify the means for reducing the response time and achieving the goal of five minutes on 90 percent of the fire calls, in accordance with recommendations established by the National Fire Protection Association (NFPA).
- 4.dd. Commensurate with an increase in population and demand for fire services, support the WFPA's endeavors to add more full-time and volunteer firefighters to maintain or improve upon the current ratios.
- 4.ee. In conjunction with the State Office of Emergency Services, assist the WFPA in conducting a community-wide disaster drill on a bi-annual basis.
- 4.ff. Assist in the WFPA's Coordination efforts with regional, state, and federal agencies to establish, maintain, and test coordinated emergency response systems that address a variety of hazardous and threatening situations for Williams' residents.
- 4.gg. Support the WFPA's plans for the construction of a second fire station on the east side of I-5, at a time that it is warranted and feasible.

POLICE PROTECTION SERVICES

The Williams Police Department is responsible for patrol duty within the City limits, including response to and investigating crimes, providing traffic safety and enforcement, and other calls for service. The Department contracts with Colusa County for animal control. The City does not have proper facilities for housing stray, owner-relinquished, and/or impounded animals. For this reason, there may be a need in the future for short-term and weekend animal boarding facilities.

The Police Department is also provided for by Chapter 17.112, Development Fees, of the Municipal Code. In accordance with this ordinance there is development fees imposed on residential and non-residential development projects to share the equitable costs of police facilities, vehicles and equipment to meet the needs created by new development projects. The fee amounts for police facilities, vehicles, and equipment were also established by Resolution 91-13, which include \$229 per residential dwelling unit and \$0.32 per square foot for gross floor area for non-residential projects. This rate has remained unchanged since 1991. The City is about to undertake a fee study analysis to re-evaluate the development impact fees and establish a new schedule, as necessary.

The Police Department has 11 sworn officers, which includes the Chief, two sergeants, two corporals, two detectives, and four patrol officers. Given this level of staffing there are approximately 2.08 sworn officers per 1,000 persons. This is slightly above the ratio of 2.0 indicated in the 1988 general plan. Since

Year	Population	Officers
2009	5,287	11
2015	6,279	13
2020	7,322	15
2025	8,487	17
2030	9,822	20

The FBI's advised ratio of sworn officers is 2.0 per 1,000 residents. Using this as a standard, the number of sworn officers needed for the projected increase in population is shown above. Source: Kendig Keast Collaborative

the City has been operating effectively at this level it is advised to maintain this ratio as the population increases.¹⁰

Policies

- 4.27. The City will maintain a ratio of 2.0 sworn officers per 1,000 persons, which equates to a total of 15 sworn officers in the Year 2020 and 20 sworn officers in the Year 2030.¹¹
- 4.28. The City will regularly (recommended bi-annually) conduct a fee study analysis to identify the requisite adjustments in the development fee for police facilities, vehicles, and equipment.
- 4.29. The City's Police Department will emphasize the use of modern technology in providing for effective law enforcement.
- 4.30. The City will prepare and implement a training plan for all Department employees to ensure they maintain the skills necessary to fulfill their mission.
- 4.31. The City will coordinate with other City departments to conduct a review of both public and private development plans to ensure crime prevention is adequate addressed.
- 4.32. The City will consider the adoption and administration of a building security ordinance.
- 4.33. The Police Department will continue to coordinate with the California Highway Patrol in their enforcement along the I-5 corridor.
- 4.34. The Department will continue to be involved in community service projects such as D.A.R.E. and G.R.E.A.T and participate in and sponsor community events.

Actions

- 4.hh. Prepare a fee study analysis on an annual basis to determine the increase, if any, in the cost of living during the previous year, as required by Resolution 91-13.
- 4.ii. Formalize a mutual aid agreement with the Colusa County Sheriff's

The purpose of a Building Security Ordinance is to provide a minimum level of resistance to unlawful entry to buildings by establishing minimum standards of design and maintenance of certain security equipment. Such standards may related to exterior doors, loading docks, shipping/receiving areas, lighting and parking areas, etc.

Department to govern the assistance requested by and provided to the City of Williams in instances warranting mutual response, setting forth the powers and authorities of each, as well as the basis of compensation, if any.

4.jj. Investigate the building security ordinances of other similar communities and consider its adoption and use in the community.

¹⁰ Note: the Uniform Crime Reports published by the Federal Bureau of Investigations (FBI) the ratio of full-time law enforcement officers per 1,000 persons for cities in the West with populations under 10,000 persons is 3.3. However, it is important to note that this ratio is based on a survey of 7,591 cities, which varies widely from city to city and based on the size of city. For instance, the ratio is 1.6 for cities within populations between 10,000 and 24,999 persons.

¹¹ This number of officers is based on 2.0 sworn officers per 1,000 persons, assuming a projected Year 2030 population of 9,822 persons (see Figure 2.2, Williams Population Projections, in Chapter 2, Background Studies).



- 4.kk. Plan for the addition of animal boarding facilities for short-term and weekend boarding before the animals are transferred to the Colusa County Animal Control facilities.

HAZARDOUS MATERIALS

Hazardous materials are substances that are dangerous to the public's health and safety, particularly if they are improperly used, stored, transported, or disposed. Hazardous materials include substances known to be toxic, flammable, explosive, corrosive, infectious, carcinogenic, or radioactive. The most significant concerns for such substances in the City of Williams are the presence of I-5 and the CFNR Railroad. This is due to the potential for accidents or spills along these corridors that could release hazardous materials like gasoline, diesel fuel, or hazardous substances or wastes that may be transported.

Hazardous materials also include many household products such as cleaning fluids, insecticides, car batteries, paints, aerosols, electronic equipment, etc. These too, may be hazardous if disposed of improperly. If disposed of improperly, these substances can do serious damage to the health of humans, wildlife, and the environment. Colusa County periodically hosts free collections of household hazardous wastes, which is essential since these items are now banned from California landfills. Furthermore, hazardous wastes may also be disposed of at the Recology Butte Colusa Counties facility in Oroville.

In May 2000, Colusa County Public Works published a hazard materials policy for the purpose of protecting life, environment, and property from the dangers of a hazardous materials incident. The policy sets forth the jurisdictional responsibilities, indicating that the Fire Chief for the City of Williams will assume command responsibilities for all hazardous material incidents within the City limits. Outside of the City limits is the responsibility of the Colusa County Office of Emergency Services. The Colusa County Environmental Health Department is then responsible for performing all assessments of environmental contamination and/or human exposure and providing oversight of cleanup activity and coordination with the lead state agency having cleanup jurisdiction.

In the ordinary course of training the firefighters of the WFPA all full-time staff and volunteers are trained as Firefighter I and First Responder, which includes basic hazardous materials fire training. There is no hazardous materials team within Colusa County, which draws on the master mutual aid system for any incidents.

All hazardous materials handlers who store in excess of 55 gallons, 500 pounds, or 200 cubic feet of gas are required to submit Hazardous Materials Management Plans. These plans provide emergency responders like the

AB 2765 provides common-sense safeguards and assurances relating to the aerial spraying of pesticides in urban areas. It requires that before final decisions are made about aerial pesticide spraying over urban areas, California Department of Food and Agriculture (CDFA) must provide an open public process, with disclosure of all chemical ingredients, and an assurance by independent state agencies that the product proposed for aerial spraying is safe for that purpose.

WFPA emergency contact information, site specific chemical inventories, and vicinity and facility maps. Furthermore, owners/operators of above ground tanks containing in excess of 660 gallons of petroleum hydrocarbons must comply with the state Aboveground Petroleum Storage Act, which requires preparation of a Spill Prevention and Countermeasure Plan.

There are currently no designated routes for the transportation of hazardous materials within the City. Most materials are transported by truck for which designated truck routes have also not been established within the City.

Lastly, given the extent of agricultural operations and activities around the community another public health concern is related to the aerial spray application of agricultural pesticides. The use of crop dusters in close proximity to town may allow drifting into adjacent residential areas. The use of buffers and other approaches is prudent to minimum conflicts between urban and agricultural uses activities.

Policies

- 4.35. The City will coordinate with appropriate federal, state, and regional agencies to address local sources of groundwater and soil contamination, including underground storage tanks, septic tanks, agriculture, and industrial uses.
- 4.36. The Williams Fire Protection Authority will assume responsibility for hazardous materials incidents that occur within the City limits, and provide assistance, as needed, in the instance of an incident in proximity to yet outside of the City.
- 4.37. The City will work with the Colusa County Office of Emergency Services to coordinate their response to any hazardous materials incidents.
- 4.38. The City will continue to cooperate with Colusa County in the acceptance of household hazardous wastes at the Road Department in Williams.
- 4.39. The City will support the WFPA's efforts to train its firefighters in basic hazardous materials fire training.
- 4.40. The City will establish hazardous materials routes, which should be listed in the National Hazardous Materials Registry managed by the U.S. Department of Transportation Federal Motor Carrier Safety Administration (FMCSA).
- 4.41. The City will establish designated truck routes through and around the City via an ordinance adopted by the City Council.
- 4.42. The City will establish safeguards for the aerial spraying of pesticides and other agricultural chemicals within or in near proximity to the City limits.
- 4.43. New development adjacent to areas of ongoing agricultural development shall provide agricultural buffers that are adequate to protect residents from the harmful effects of agricultural chemical use.



- 4.44. The City will educate the public as to the types of household hazardous waste and the proper means of disposal.
- 4.45. The City will require that development project proposals address existing hazardous materials concerns, particularly past agricultural uses, through preparation of Phase I or Phase II hazardous materials studies.

Actions

- 4.ll. Consider advanced training in the handling and fire training for hazardous materials incidents, including the purchase of hazardous materials apparatus and equipment.
- 4.mm. Develop a database of hazardous materials generators and storage facilities for hazardous materials incident management. As a component of the environmental review process, the City may require a hazardous materials inventory, including an assessment of materials and operations for any applications for land use entitlement.
- 4.nn. Consider a cooperative program with Colusa County and the Recology Butte Colusa Counties facility in Oroville for regular, scheduled collection of household hazardous wastes.
- 4.oo. Become familiar with the requirements for the establishment of hazardous materials routes and then identify and adopt them by ordinance.
- 4.pp. Adopt an ordinance to establish standards relating to the spray application of agricultural chemicals within a specified distance of the City limits.
- 4.qq. Prepare a Hazardous Materials Response Plan to outline the participants, responsibilities, organization, and operational duties in the event of a hazardous materials emergency.

Public Facilities

Chapter 5

The City of Williams recognizes that it must continue to plan for adequate provision of public services in order to attract new businesses, build on its strengths, and continuously increase the quality of life. Services that benefit Williams' citizens include services provided by the City, by the Williams Unified School District, and by private or semi-public organizations. These services are discussed in this chapter in order to provide the background information for the resulting policy direction and actions, listed at the end of each section.

Services and facilities must be geared toward retaining and enhancing the City's industry base and toward attracting new businesses, especially those that provide jobs and offer growth potential. Services that support the existing population, such as health and human services, and that foster individual development, such as education, are paramount to the well-being of the community.

Relationships with Other Master Plans

For water and wastewater services, the City is in the process of studying its services and facilities and master plans are pending. The water and wastewater sections of this chapter are not intended to supplant those studies nor their recommendations. These sections address additional policies to ensure alignment between the pending plans and the City's development policies.

In November, 2007, the City adopted the Storm Drainage Master Plan and it is currently being implemented through the City's Capital Improvement Program and through new development. The Storm Drainage section of this chapter makes policy recommendations for further refinement of this ongoing process.

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The City has not yet undertaken the task of thoroughly studying community needs and gaps in service. This chapter lays out action plans to identify those gaps and makes policy recommendations for further refinement of this ongoing process.

The City has not yet undertaken the task of thoroughly studying community needs and gaps in service. This chapter lays out action plans to identify those gaps.

The City of Williams does provide full police and fire protection services. The policies for these services and facilities as well as for emergency response services are included in *Chapter 4, Public Safety*.

As in most cities, the City of Williams relies on the school district, as well as private and public colleges and other education providers for such services. The education section of this chapter does not lay out plans that would conflict with ongoing plans and efforts. It provides policies for enhanced interaction with these entities and for development policies. It also makes recommendations for City provided services that would further enhance public education.

Water, Wastewater, and Storm Drainage

Water Service

Chapter 2, Background Analysis, describes the current water service in the City of Williams, including recent improvements. The City's water supply serves two principle functions – drinking water and fire suppression. Water quality has been generally good due to its source from underground – minor deficiencies will be addressed in the 2010-2011 budget year.

Regarding fire suppression, the City received a technical memorandum in 2008 identifying deficiencies in pressure in areas of the water system. The consultants found that in general the existing system can meet maximum daily and peak hour demands. However, there is no emergency back-up equipment, and if one well fails, it will result in the loss of adequate fire flow. Certain areas of the City have deficiencies in the commercial and industrial areas along I-5, Fifth Street, and Virginia Street. The options for improvements were either to install a new storage tank or to install a booster pump system. Of the two options, planning for a future storage tank will give the City more growth capacity, the costs of which may be partially defrayed through impact fees imposed on new development paying its share.

In the 2010-2011 budget year, the City plans to install manganese filters to three of its wells and to recoat the water tower. This work will



The City of Williams currently has one water storage tank located between Seventh Street and Sixth Street south of F Street.



increase the drinking water quality. To increase capacity, the City plans to install an additional well.

Wastewater Collection and Treatment

Chapter 2 describes the current wastewater service in the City of Williams, including recent improvements. The City has begun significant repairs to the wastewater collection system. These included a replacement of the existing 0.5 MGD treatment plant. The new treatment plant will increase the capacity to 0.59 MGD, allowing for approximately 16% additional capacity than exists today. The plant can be expanded to twice its current capacity to 1.0 MGD. The future capacity of the plant will allow for the projected population growth as well as commercial and industrial users at roughly the same ratio as exists today. A particularly large utility user coming to the area would require a development agreement with the City that addresses cost allocations and timing of service provision.

Storm Drainage

As discussed in Chapter 2, the City of Williams experiences significant flooding issues due to a combination of an inadequate drainage system coupled with Salt Creek's overflowing its banks during rain events. In 2007, the City conducted a Storm Drainage Master Plan, completed in November of that year. The Master Planned area includes approximately nine square miles, encompassing all of the City Limits and its Sphere of Influence (SOI), with the exception of the area north of Old Highway 20. The study area also included acreage to the east and to the south that would likely be included in the City's future SOI. The study concluded in a design of a Drainage Master Plan which includes detention basins, basin outlets, culverts, interconnected storm drains, and a number of open channels connecting some of the detention basins.

Shortly afterward, the City began implementation of the plan. In 2008, the City adopted an amendment to add a storm drainage fee for all new development (**Chapter 13.06**). This fee goes to a separate fund, to be used "solely for the construction or reimbursement for funds of local drainage within the local drainage area". The Storm Drainage Master Plan includes an implementation strategy where new development will include installation of the drainage elements that are shown on the Plan. Those developments that do not encompass drainage features shown on the Plan may include temporary onsite detention basins if feasible.

Full implementation of the plan will result in the installation of 29 detention ponds of a size ranging from 2.3 to 29.2 acres, for a total of 358 acres. This total represents 4.5 percent of the total acreage within the nine square mile study area.



Salt Creek north of Williams



Drainage Ditch

The City of Williams experiences significant flooding issues due to a combination of an inadequate drainage system coupled with Salt Creek's overflowing its banks during rain events.

The detention areas are the key to addressing the flooding issues facing the current and future City because they will time the release of water so that water collecting on sites during a rain event does not flow to a system that has already reached its capacity. The water is held back and metered out at a time when the system is better equipped to handle it.

The recommendations relative to land use policies in this General Plan are aligned with the City's goal of addressing its drainage issues. This plan sets forth a land use system that requires a minimum amount of open space in all developments, with density bonuses to encourage increased percentages of open space. The rationale for this approach is to provide incentives for cluster development thereby creating less impervious surfaces, subsequently leading to less storm water runoff and more open space for groundwater recharge. In addition to reducing the volume of storm water, there are water quality benefits when open space is increased because the natural areas capture pollutants before they ever enter the groundwater. Natural drainage configurations are supported by this plan and must be further accommodated by ordinances that include the use of natural swales; wide grassed ditches to filter water before entering a water course; and reconfiguration of drainage ditches to a wider, more natural stream channel with greater storage and flow capacity.



This detention basin meets engineering standards, serving only its drainage function.



This detention basin meets engineering standards but also addresses a recreational need.

The Master Plan includes “Design Standards” that ensure proper operation and maintenance of the system. The result of a well-functioning detention basin system presents potential design issues to the City. There is a wide range of options for detention pond design. Some are unsightly depressions in the ground that turn to muddy puddles when it rains or can even be dangerously deep concrete lined holes that need to be fenced off for safety reasons. However, detention basins can also become an amenity for the surrounding area if designed and maintained properly. The Storm Drainage Master Plan's Design Standards do not specifically address aesthetics. The Plan states that “passive recreational elements should be incorporated in portions of detention facilities that have the greatest potential for flood risk and frequency” and that “active recreation elements are more suitable in areas within detention facilities having lesser degrees of flood risk and frequency”. The Storm Drainage Master Plan presents an opportunity to further develop design standards to build on these concepts and specify recreational features that should be included in the future detention basin areas. The nature of the uses that these areas would include should be coordinated with additional parks and recreation programming (see Parks section in *Chapter 7, Open Space and Conservation*).



Due to fact that the Master Plan study predates the pending work of the Central Valley Flood Protection Plan, it is not aligned with the Program Environmental Impact Report. Once that report has been adopted, a new Storm Drainage Master Plan should be initiated.

Future Improvements and Needs

The goal for water and wastewater utilities has been to address current deficiencies in the trunk lines and overall systems. Immediate plans for improvements will allow a modest increase in future capacity. In the case of storm drainage, the City assumed full build-out of the current City and the acreage around it where city growth is likely to occur. This system is anticipated to be implemented with future development, while existing developed areas will be improved through the CIP.

The City has not historically been in the practice of building facilities to any significant level of unused capacity. Doing so would result in unreimbursed capital and maintenance costs. The City supports growth in the form of businesses and industries that will bring jobs and opportunities to its citizens and will work with future utility customers to serve them with the least cost to new and existing users of the systems.

Policies

- 5.1. The City of Williams will provide utilities concurrently with development.
- 5.2. The City of Williams will provide utility service in logical order and therefore will not extend trunk facilities through significant expanses of vacant land. Exceptions will be made for industries that will make a significant contribution to the sustainability of the community.
- 5.3. Improvements to the collection, distribution, treatment, and conveyance system will be commensurate with the demands of new development.
- 5.4. The City will identify non-development related NPDES permitting requirements to ensure they coordinate with development related regulations. Work to align all NPDES related efforts shall be a continuing effort.
- 5.5. The City's ongoing efforts to improve the drainage system and to coordinate them with parks and recreational needs shall be communicated to all decision makers and City staff to ensure alignment.
- 5.6. The City will amend its Storm Drainage Master Plan to take into consideration the Central Valley Flood Protection Plan and to incorporate design standards that go beyond engineering to incorporate aesthetic features.

Actions

- 5.a. Adopt best management practices for piping, manholes, bedding and backfill materials, and incorporate these standards into the City's technical specifications for construction projects. Subsequently, implement additional checklist items related to NPDES compliance.
- 5.b. Continue developing the City's Capital Improvement Program (CIP) to repair and replace aging and deteriorated sewer lines, which will improve the flow efficiency, reduce inflow and infiltration into the collection and treatment systems, and help to mitigate ground water impacts.
- 5.c. Execute plans to install a new water well.
- 5.d. Further develop plans for a second water storage tank.
- 5.e. Amend the zoning ordinance to include ground water protection measures in site development standards. Include open space provisions in the density standards.
- 5.f. Amend the subdivision ordinance to include ground water protection measures in future subdivisions.
- 5.g. In accordance with AB 1881, the Water Conservation Landscape Act of 2006, develop water efficient landscaping standards for new development to include:
- Requirements for specific species of plantings;
 - Prohibition of invasive species;
 - Submittal requirements for landscaping and irrigation plans (and requirement for both to be installed per approved plans);
 - Landscaping and hardscaping to be designed based on "hydrozone" specifications;
 - Provision for recirculating and recycling water systems;
 - Requirements for a soil report with recommendations regarding the most efficient types of planting and irrigation for the specific soil types existing on a site;
 - Specific "plant factors" in compliance with state standards for high, medium and low water using plantings; and
 - Irrigation to be designed according to hydrozone needs.
- 5.h. Develop design standards for detention basins based on type – aesthetic design for single use basins and recreational standards (development requirements) for joint use.
- 5.i. For joint use detention basins, on a case-by-case basis, determine the proper cost share between drainage mitigation to be borne by future development versus public benefit of additional recreational infrastructure. Distinguish cost participation depending on the number of dwelling units that will be served by the recreational use. Establish guidelines for parkland dedication credit in future residential areas.
- 5.j. Develop different sets of standards and specifications for drainage features. Draft the standards to correspond with the Land Use Plan character – rural, suburban, auto-urban, and urban.



- 5.k. Incorporate into City standards and specifications means for addressing storm water quality, including a first preference for non-structure best management practices such as bio-retention, vegetated swales and buffer strips, constructed wetlands, and other environmentally sensitive design and construction practices.

City Facilities

Community Center

For some time now the City has known of its gaps in services that in other communities are largely filled by a combination of the private sector, semipublic (social services) and municipalities. In 2001 the Community Facilities Needs Assessment was conducted, which identified a “severe shortfall” of meeting space and space for social and recreational activities. It also laid out the City’s continued need for adequate education, health care, child care, and senior care. The Assessment’s recommendation for a multi-purpose community center was further developed in the 2004 Feasibility Study – Williams Community Center. That Study assumed the same level of need as the 2001 Assessment.



City Hall has served its function well for a relatively small city. Staffing and service needs have outgrown the current available space.

The 2010-2011 Budget includes funds to rehabilitate the Veterans building to serve as the Community Center. Rehabilitation work will include new restrooms as well as both interior and exterior rehabilitation.

Other Facilities

Chapter 2, Background Analysis, provides an inventory of existing City buildings and grounds. There are three buildings that house City staff – the Police Department, City Hall, and the Public Works facility. During the 2010-2011 budget year a new annex will be installed at the intersection of G Street and Sixth to provide new offices for the relocation of the Building and Planning Department staff. The Museum, in addition to having historical artifacts on display, provides some meeting room capacity.

The City currently has 35 employees distributed in 11 departments. Several services that are typically housed in separate departments in larger cities are included in another department in Williams. As the City grows, at some point these services will need to be split onto departments in their own right, potentially within their own, separate facility.

Future Facilities Needs

The City’s staffing needs will grow along with its population. At a minimum, the city will need to add employees at the current ratio of staff members per population to maintain current levels of service. **Table 5.1, Additional Staffing Needs**, projects the City’s staffing needs based on the population

projections that were done in Chapter 2. It assumes the current ratio of manpower for Williams' current population. As cities grow, the need for certain services evolve, and others tend to shift from the private sector to the local government. These include services such as emergency medical services (EMS), animal control, municipal courts, libraries, cultural programs and venues, etc. However, such needs have not yet been identified as priorities and therefore the projections do not include any assumptions for service enhancements.

Table 5.1, Additional Staffing Needs, shows the future additional employees that will need to be added to each department in the intervening

Table 5.1, Additional Staffing Needs

Year	2010	2015	2020	2025	2030
Population	5,287	6,279	7,322	8,487	9,822
Administration	3.00	3.56	4.15	4.82	5.57
Finance	3.00	3.56	4.15	4.82	5.57
Planning	2.00	2.38	2.77	3.21	3.72
Police*	13.00	16.63	19.39	22.47	26.01
Public Works	13.00	15.44	18.00	20.87	24.15
Total	34.00	41.57	48.46	56.19	65.02

* Includes officers projected in Chapter 4 plus support and command staff

years between 2010 and 2030. Overall, by 2030, 30 employees will need to be added. The individual department distribution is reflected in the table. These numbers assume no split or shifts in individual departments, although it is likely that the projected significant percentage change will necessitate reorganization between now and 2030.

Table 5.2, Additional Workspace Needs, reflects the additional work space that will need to be added to the City's facilities to accommodate the additional work force. The numbers reflect an assumption that an average of 153 square feet of work space is required for each new employee, plus an additional 25% for auxiliary use such as lobbies, file rooms, meeting rooms, etc. plus an additional 10% for internal hallways and aisles. Based on these assumptions the City will need approximately 4,632 additional square feet of office space by 2030. However, the Police Station was built with additional capacity and could potentially absorb the 1150 square feet needed to accommodate the police department by 2030, leaving an additional 3,482 square feet for other office uses that would be needed in the next 20 years.

**Table 5.2, Additional Workspace Needs**

Year	2010	2015	2020	2025	2030	Total Additional
Population	5,287	6,279	7,322	8,487	9,822	Sq. Ft. Needed
Administration	-	117.81	124.12	140.95	157.78	540.66
Finance	-	117.81	124.12	140.95	157.78	540.66
Planning	-	79.94	82.05	92.57	107.29	361.85
Police*	-	342.91	159.89	277.21	113.60	843.60
Public Works	-	513.32	538.56	603.78	690.03	2345.68
Total	0.00	1171.79	1028.73	1205.45	1226.49	4632.46

*Police workstation was not allocated for officers because their primary location is in patrol vehicles.

Despite the fact that the facility needs are relatively small at this time in Williams, the offices and facilities are largely scattered throughout the City. The uses were established in response to an immediate need coupled with an opportunity to acquire property at a modest cost. However, this approach was piecemeal and has likely resulted in inefficiencies in service delivery.

Many larger cities eventually discover the time, money and space saving advantages of creating centers where city services can be brought back together into a single area. These consolidations have the added benefit of stimulating economic development by attracting businesses to locate around them. The City of Williams is still of a manageable size. Planning for a city center now, and then taking steps over time to accomplish this goal, will save Williams from facing an untenable task of consolidation that growth will bring.

Policies

- 5.7. The City will provide facilities and services at a minimum of its current manpower ratio per 1000 persons.
- 5.8. The City will evaluate service provision annually with its budget process to determine necessary additions to the workforce and facility expansion to meet increasing demands of growth.
- 5.9. The City will determine enhancements annually with its budget process to identify necessary growth in its services to continue to meet service needs.
- 5.10. The City recognizes the opportunity to consolidate services into a single area to streamline service delivery.

Actions

- 5.l. Identify and then evaluate specific areas of the City as potential "City Center" sites.
- 5.m. Workshop the concepts with the City Council and further develop a long range plan for city facilities.

- 5.n. Identify expansion options for all facilities in the short run for the interim needs that will present themselves prior to having accomplished consolidation.
- 5.o. Estimate the City's population annually and project a one, two, five, ten, and twenty year population to recalibrate the City's future needs for facilities and services. Include development pressures and gauge the likelihood that they will come to fruition in the estimates and projections.

Education

New Community College

A significant addition that will benefit the City will be the new Woodland Community College campus in Williams that broke ground early 2010. The new 3 acre facility is located next to the California Highway Patrol offices at the intersection of Husted and E Street. Operational by the Spring semester in 2011, the facilities will offer a two year degree program to all adults, including college preparatory classes for low-income students. Classes will be taught in mathematics, science, economics, agriculture, accounting, computer science, business, etc. The site has room for possible future expansion.



The Woodland Community College under construction on E Street near Husted Road.

Public Schools

Chapter 2 provides a summary of the 2007 Williams Unified School District (WUSD) facilities needs study and master plan. The existing 52 acre school complex in Williams houses all of the City's public schools – elementary, middle, and high schools. There are currently approximately 1200 students accommodated at the site, which has room to roughly double the enrollment by expanding the schools on-site. The study anticipated that the City's high rate of growth over the prior years would continue, and that the population would reach a total of over 22,000 by 2026. That growth assumption resulted in recommendations for expansion of the existing facilities with additional needs for future school sites. The 2007 Master Plan showed four potential sites, two east of the existing City Limits, and two south of the existing City Limits. These were shown as options to provide flexibility in the choice of future WUSD sites.

The projections for population growth have been adjusted in this General Plan to roughly half of the population than was anticipated at the time of the study. Since there was enough facility expansion capacity on the existing school complex to accommodate 100% growth according to the 2007 Master Plan, the new population projection of 9,822 by 2030 should not necessitate further expansion until after 2030.

Other Education Opportunities

Some cities offer a program to educate community leaders regarding municipal matters. Typically referred to as "City 101", they provide



information to city's grass roots leadership about the inner-workings of the local government. Such programs result in a more informed citizen base that interacts more effectively with city officials. The programs also pave the way for mutual support of the citizens with the decision makers and vice-versa. "Graduates" of "City 101's" make better contributions when invited to sit on city boards and committees.

Policies

- 5.11. The City of Williams remains open to all opportunities to coordinate efforts to continuously improve public education.
- 5.12. The City values a close working relationship with WUSD.
- 5.13. The City supports the Woodland Community College and will facilitate its anticipated expansion.
- 5.14. The City will consider adding a new program to educate community leaders of the services the City provides.

Actions

- 5.p. Support WUSD efforts to expand permanent buildings on site to decrease the need for temporary buildings.
- 5.q. Maintain the City/WUSD relationship to continue sharing school and City facilities and services.
- 5.r. Create written agreements with WUSD regarding school facility use as public parks.
- 5.s. Take steps to lay out a program for an annual "Williams 101" that targets community leaders and teaches them about all City functions, including SOI residents.

Health and Social Services

Health and Medical

Chapter 2 lists the medical facilities that are available to Williams' citizens. The larger facilities that offer a wider choice of services are located outside of the City in other municipalities. As the City grows, it will come to a point where it will reach the critical mass to attract larger facilities to it.

Local provision of doctor's offices and clinic space has grown over the last decade. However, during the initial community input process of this General Plan, citizen comments indicated that there continues to be a need for expansion of such services. The City's plans for the Community Center as laid out in the 2001 Assessment will work in concert with the private health industry toward meeting the goal of adequate provision of healthcare services.

Social Services

There is also a need in Williams in the area of social services. There appears to be no central office where citizens can go in the City to become informed of



This nursing home provides a needed service in Williams.

their options. The plans for the Community Center that were laid out in the 2001 Assessment will take a major step in the beginning to fill gaps. There is no office or position that the City provides that serves as a point of contact for social service assistance.

Policies

- 5.15. The City recognizes there continues to be need to fill gaps in the provision of health care within a reasonable distance.
- 5.16. The City recognizes that there are significant issues regarding access to social services for its citizen.

Actions

- 5.t. Streamline development approvals by eliminating lengthy review processes and allowing staff-level approval for all health and social service related uses.
- 5.u. Ensure that all staff members understand that health and social service providers are a priority for the City so that they may facilitate establishment and retention of such uses.
- 5.v. Continue to evaluate significant gaps and address those that the market has not covered through programming and the Community Center.
- 5.w. Monitor and reevaluate services provided at the Community Center annually and adjust as appropriate.
- 5.x. Consider an additional City staff position that can act as a clearinghouse of contact information for assistance that is available in the City, County, and region.

Growth Management

The City's land use pattern is compact although it exhibits some characteristics of sprawl to the south where large rural lots have been divided. While the extent of such development is not highly apparent or of significant consequence, it will be important to maintain its compact form as development occurs. This is so due to the efficiency of extending infrastructure and providing services, protecting the views of the hillsides to the west, and generally preserving the small town character.

Haphazard growth is highly inefficient. Costs associated with the provision of both capital and social infrastructure are much higher than they are for more compact patterns of development. This is particularly relevant and important when the community is confronted by limited fiscal resources and increasing demands for service. In addition to its fiscal consequences, sprawl encourages the degradation of natural resources by prematurely committing areas to the impacts of urban development. Phased and orderly growth mitigates this situation by comprehensively addressing the impacts of development on the natural systems. Piecemeal development is detrimental to any type of comprehensive framework. The underlying premise of managed



growth is simply to direct development to areas that are either currently served or may be efficiently provided with public facilities and services concurrent with new development. This is based on a desire for Williams to grow in a fiscally responsible manner.

Growth Path

The existing form of the community is that each of the neighborhoods is generally contiguous and interconnected. The areas within the City limits that remain undeveloped include significant acreage planned for industrial and business uses to the north and south east of I5. West of I5, future residential is anticipated to the south with future commercial to the north. There are a total of approximately 2600 acres in the City limits of which approximately 990 acres are developed and 1600 acres are vacant. There are several tentative maps that have been approved to the south, west of I5. With the significant downturn in the housing market, these maps may expire. Regardless of whether they expire or become active developments, it is clear that this area is in the City's growth path. There has been interest in nonresidential development to the northeast, east of I5. The California Highway Patrol offices just relocated to that area and will soon be joined by the new Community College. This development is likely to attract more, especially uses that can benefit from the location of the College. Areas outside of the City's Sphere of Influence (SOI) in the acreage to the east are also within the City's growth path. The areas to the south and to the east of the City are relatively free of natural barriers.

Future Housing Needs

According to the projected population scenarios, the City is expected to reach a population of 9,822 persons by the Year 2030. To accommodate the additional people, an additional 1100 dwelling units are required, which would mean construction of an average of 55 dwelling units annually.

Expansion of the Sphere of Influence

This plan provides for an extension of the Sphere of Influence. Continually planning for the future of the City and its growth will help to ensure a high quality of living and to protect and expand its unique character. The area proposed for an expansion principally includes those properties that are within, immediately abutting, or in near proximity to the City limits and existing SOI. Generally, the expanded area encompasses the properties which both influence and are influenced by the City of Williams and are within the City's growth path to the east and to the south. **Figure 5.1, Proposed Sphere of Influence**, is a map of the proposed expansion to the City of Williams SOI.

The expansion of the existing sphere of influence is necessary and essential to:

- allow for proper long-range planning for the areas immediately abutting and within the influence of the City;

- ensure an orderly and logical progression of the urbanized area in the most fiscally sound manner;
- defend the City's interests with respect to the conservation of resources;
- have influence on the type, pattern, and character of development in near proximity to the community's corporate boundaries; and
- generally protect the health, safety, and welfare of Williams's residents.

Before expansion of the SOI may become official, there is a series of steps that must be taken. The State of California requires the following:¹

- Meet with the County to come to an agreement regarding expansion of the SOI
- Forward the agreement to the state's local formation commission
- Prepare and forward a service plan to the commission
- Receive commission certification
- Adoption of the agreement by both the City and the County

Agreement between the City and County would give significant weight to the case, but if agreement cannot be reached, the City could still apply to the commission requesting expansion. The submission should include supporting arguments regarding the proposed approach to land use regulations, including open space preservation; the need for public facilities and services in the area; and the adequacy of the City to provide those facilities and services. However, there is a history of collaboration between the City and the County of Colusa regarding Spheres of Influence. In 2006 there was a joint meeting with commissioners from the City of Williams and Colusa and from Colusa County. There was general agreement that it is important to improve control and coordination within fringe areas, that developments should be integrated into existing communities rather than isolated from them, and that housing developments should not occur in areas where the existing infrastructure is not equipped to meet the needs of its future residents.

Policies

- 5.17. The City recognizes that it needs to expand its Sphere of Influence to advance the City and allow for its growth in a logical, fiscally responsible manner.
- 5.18. The City will facilitate infill development and new development within the existing City Limits. Growth within these areas, and the expansion of facilities and services to facilitate it, will soon push the next logical area of growth beyond the existing SOI. This growth will result in the need to further plan for growth.
- 5.19. The City recognizes that the path of growth is to the south and to the east of its existing SOI.

¹ California Government Code, Title 7, Division 3, Chapter 4, Sections 56425-56434



Orderly growth will expand the character of Williams rather than change it to look like "Anyplace, USA."



Actions

- 5y. Meet with Colusa County to discuss expansion of the SOI with the goal of reaching an agreement. Use previous discussions as a basis for further steps. Discuss the benefits to the County of cost savings because County services will not be needed in the long run for the acreage as annexation occurs.
- 5.z. Prepare a service plan covering existing and future service and facilities needs and addressing the manner in which the City intends to provide them within the future City Limits.
- 5.aa. Forward both the draft agreement and service plan to the Local Agency Formation Commission (LAFCO).

Annexation

Annexation allows the community to extend its municipal services, regulations, voting privileges, and taxing authority to new territory. It is a mechanism provided under State law for promoting orderly growth and urbanization by coordinating land development with construction or improvement of public facilities and provision of adequate public services through phased expansion of the City's corporate limits.

The City's annexation policies and program should include an ongoing process of appropriate planning and preparation for future annexations in compliance with the requirements of State law and consistent with this General Plan. The City should conduct studies periodically to identify and monitor the areas designated for development, where land use management is most needed. These studies should consider anticipated infrastructure improvements that may create a demand for new urban development. Based on these studies and evaluation of potential annexation options, an annexation plan should be developed and periodically updated, which would become the basis for developing annual or periodic annexation proposals. The annexation plan should identify specific properties targeted for eventual incorporation, and should be based on careful research as to the available utilities and infrastructure and existing land use in the area. Potential constraints to the development of infrastructure or extension of services should be a primary consideration.

The annexation planning process should be conducted in conjunction with the review and updates to this General Plan. The Future Land Use Plan should be updated, as needed, to support the City's annexation program. Timely preparation of an annexation plan is essential to identify properties within the area designated for development that are in the City's interest to annex prior to development.

In addition to preparing for City-initiated annexations, the City should establish clear policies and guidelines to determine when future land owner



Growth potential to the east



Growth potential to the south



petitions for annexation within the designated development area will be accepted. Potential considerations may include:

- proximity to the City's existing service areas and the feasibility of extending adequate facilities and services in a timely manner;
- results of a fiscal impact assessment;
- capital budget limitations; and,
- intangible costs and benefits.

Policies

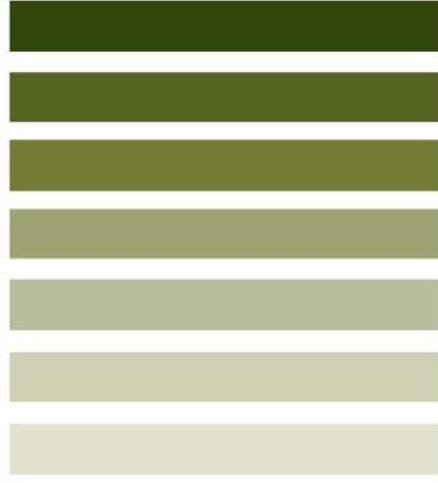
- 5.20. Annexation will occur prior to or concurrent with development of the designated development area to properly plan for and coordinate the extension of adequate public facilities and services.
- 5.21. The City will anticipate and effectively manage its long-term pattern of growth in a forward-looking and fiscally responsible manner, while balancing the needs of current residents and existing infrastructure investments.
- 5.22. The City will ensure that future growth is closely coordinated with infrastructure investments, compatible with existing development, environmentally sensitive, and fiscally responsible.
- 5.23. In order to maximize the efficiency of the existing infrastructure, the City will direct growth toward developable and under-utilized areas within the designated infill and development areas before additional territory is considered for annexation.
- 5.24. The City will utilize its annexation authority to extend its jurisdiction to encompass critical areas, such as major transportation corridors, public facilities, and areas provided services subject to the policies of this plan, which may require regulatory protection and control of development.
- 5.25. Seek unified revenue sharing agreement with the County for streamlining annexations into the City.

Actions

- 5.bb. The City will establish criteria for considering the suitability of requested extensions to the corporate limits within the designated urban area.
- 5.cc. The City will prepare an annexation plan and conduct associated service planning for gradual expansion of the corporate limits and extension of facilities and services, where determined feasible and beneficial to the City.
- 5.dd. The City will use of fiscal impact analyses to assess the projected costs of providing services and weigh them against the anticipated revenues of each annexation proposal, whether initiated by the City or a property owner. Fiscal impacts will be assessed on a multi-year time frame, recognizing that first-year costs may exceed revenues because of up-front service extension costs and capital expenditures,



as well as the lag time before initial collection of taxes and fees. Intangible benefits of proposed annexations will also be evaluated.



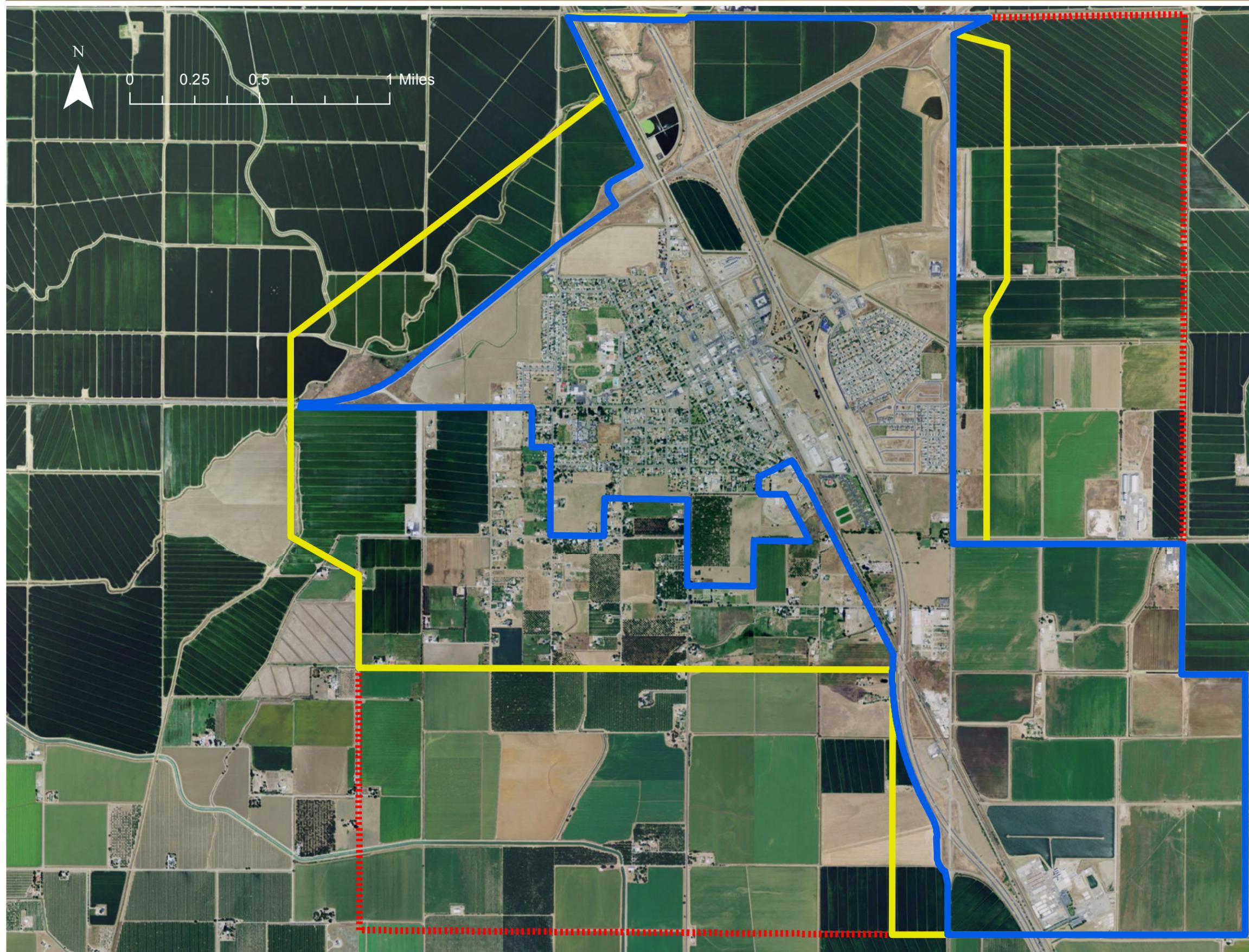


Figure 5.1

Proposed Sphere of Influence

Legend

-  City Limits
-  SOI (Existing)
-  City Planning Area and Proposed Sphere of Influence

Total Area

City Limits: 3,187.3 acres

Existing SOI: 4,800.7 acres

Proposed SOI: 7,066.5 acres



Noise

Chapter 6

The requirements in the California Government Code for this element are to identify and appraise noise problems in the community as set out in the guidelines established by the Office of Noise Control in the State Department of Health Services. As required by law, this chapter will analyze and quantify current and projected noise levels for the following sources:

- Transportation Sources
 - Highways and freeways;
 - Primary arterial and major local streets;
 - Passenger and freight railroad operations; and
- Non-Transportation Sources
 - Airports;¹
 - Local industrial plants; and
 - Other ground stationary sources identified by local agencies as contributing to the community noise environment.

The requirements for this element, while technical, serve as a guide for establishing a pattern of land use that minimizes the exposure of community residents to excessive noise. Policies, implementation measures, and mitigation options are presented in this chapter to address existing and foreseeable noise problems.

Purpose

The purpose of this general plan element is to provide a basis for comprehensive local policies to control and abate environmental noise and to protect the citizens of Williams from excessive noise exposure.

¹ Although airports are considered transportation as well as land uses, for the purposes of noise mitigation, they are better discussed in terms of land use.

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The fundamental goals are to:

- Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process.
- Develop strategies for abating excessive noise exposure through cost-effective mitigation measures, in combination with appropriate zoning, to avoid incompatible land uses.
- Protect those existing regions of the planning area whose noise environments are deemed acceptable, and also those locations throughout the community deemed “noise-sensitive.”
- Protect existing noise-producing commercial and industrial uses in the City of Williams from encroachment by noise-sensitive land uses.
- Protect the existing and future citizens of Williams from the harmful effects of exposure to excessive noise. More specifically, the goal is to protect existing noise-sensitive land uses from new uses that would generate noise levels that are incompatible with those uses, and to discourage new noise-sensitive land uses from being developed near sources of high noise levels.
- Protect the economic base of Williams by preventing the encroachment of noise-sensitive land uses into areas affected by existing noise-producing uses. More specifically, the goal is to recognize that noise is an inherent by-product of many land uses, including agriculture, and to prevent new noise-sensitive land uses from being developed in areas affected by existing noise-producing uses.
- Provide the City flexibility in the development of infill properties, which may be located in elevated noise environments.
- Provide sufficient noise exposure information so that existing and potential future noise impacts may be effectively addressed in the City’s land use planning and project review processes.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

Frequency The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq} Equivalent or energy-averaged sound level.

L₅₀ Median noise level, or level exceeded 50% of the time.

L_{max} The highest root-mean-square (RMS) sound level measured over a given period of time.

Fundamentals of Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variation occurs frequently enough (at least 20 times per second) it may be heard and is referred to as sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the accepted threshold of human hearing (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the resulting numbers within a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to



human perception of relative loudness. Figure 6.1, Typical A-Weighted Sound Levels of Common Noise Sources or Environments, shows examples of noise levels for several common noise sources and environments.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighting the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this General Plan element are A-weighted.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually 1-hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

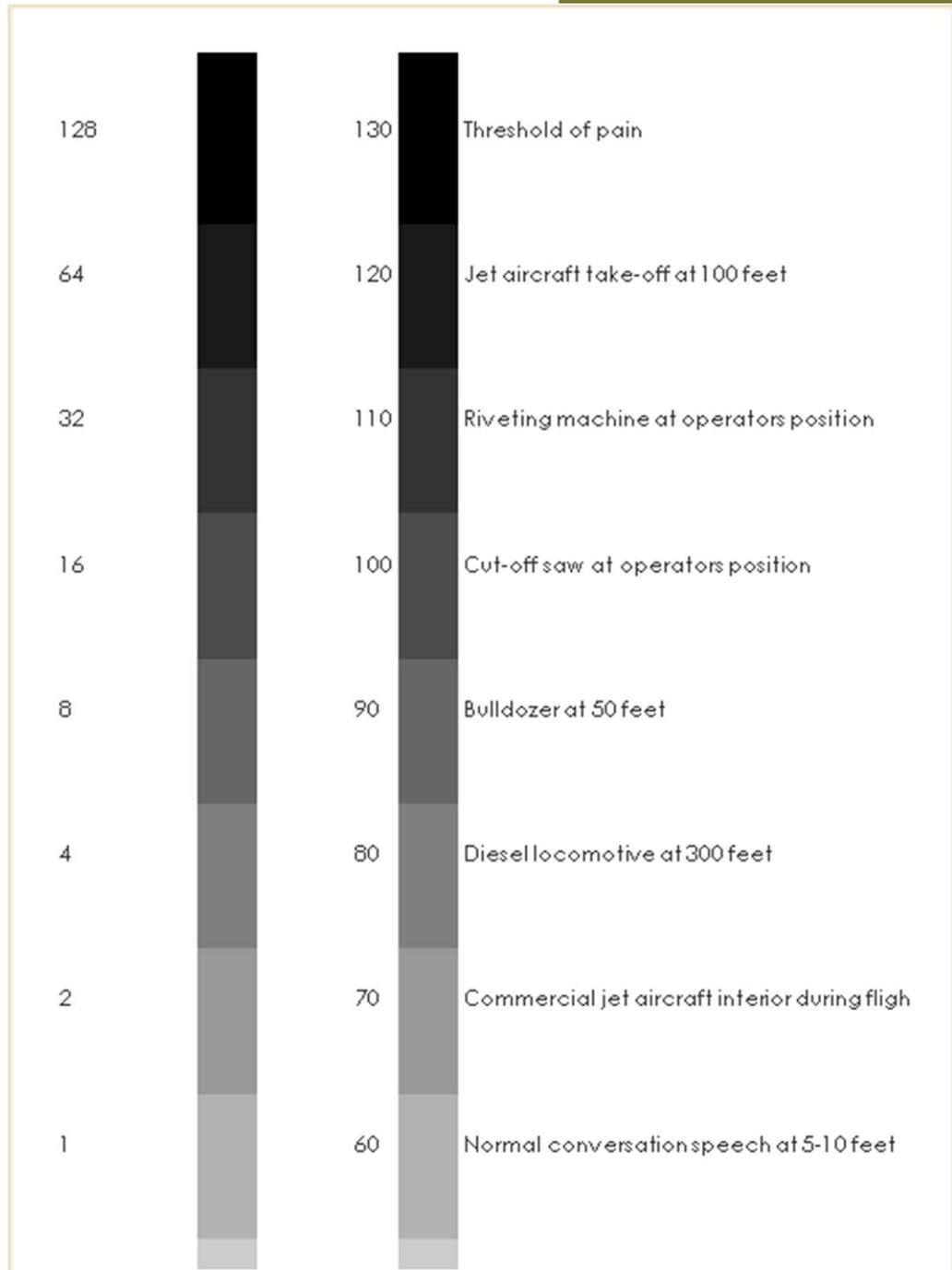


Figure 6.1, Typical A-Weighted Sound Levels of Common Noise Sources or Environments

Source: Bollard Acoustical Consultants, Inc.

The Day-Night Average Level (L_{dn}) is based on the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime hours (10:00 P.M. – 7:00 A.M.). The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they are twice as loud as daytime exposures. Because the L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Criteria for Acceptable Noise Exposure

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR guidelines contain a land use compatibility table, which describes the compatibility of different land uses with a range of environmental noise levels in terms of L_{dn} . A noise environment of 60 dB L_{dn} or less is considered to be “normally acceptable” for residential uses according to those guidelines.

The U.S. Environmental Protection Agency (EPA) also offers guidelines for community noise exposure in the publication Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. These guidelines consider occupational noise exposure as well as noise exposure in the home. The Levels Document recognizes an exterior noise level of 55 dB L_{dn} as a goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA notes, however, that this level is not a regulatory goal, but is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community. The EPA and other Federal agencies have suggested land use compatibility guidelines, which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable.

The U.S. Environmental Protection Agency has also prepared a Model Community Noise Control Ordinance using L_{eq} as the means of defining allowable residential noise level limits. The EPA model contains no specific recommendations for local noise level standards, but reports a range of L_{eq} values as adopted by various local jurisdictions. The mean daytime residential noise standard reported by the EPA is 57 dBA (L_{eq}); the mean nighttime residential noise standard is 52 dBA (L_{eq}). Other state laws and regulations regarding noise control are directed towards aircraft, motor vehicles, and noise in general.

The California Vehicle Code sets noise emission standards for new vehicles, including autos, trucks, motorcycles, and off-road vehicles. Performance standards also apply to all vehicles operated on public streets and roadways. Section 216 of the Streets and Highways Code regulates traffic noise received at schools near freeways.

Community Noise Equivalent Level (CNEL)

A noise measurement system introduced in the early 1970's by the State of California as a simplified alternative to the NEF system (see NOISE EXPOSURE FORECAST) for community noise exposure, with particular emphasis on airport noise. The major difference is that CNEL can be measured using ordinary dBA readings (see *SOUND LEVEL METER*), as opposed to the computer calculation of *EFFECTIVE PERCEIVED NOISE LEVEL* used in the NEF.

(Source: Handbook for Acoustic Ecology)

The mean daytime residential noise standard reported by the EPA is 57 dBA (L_{eq}); the mean nighttime residential noise standard is 52 dBA (L_{eq}).



Community Noise Survey

To quantify existing noise levels in the quieter parts of the City, a community noise survey was performed at eight locations, which are removed from major noise sources. These survey locations were chosen to provide adequate representation of the entire City. Three of the eight locations were monitored over a continuous 24-hour period, while the other five locations were each monitored for two short term periods during daytime and nighttime hours. The community noise survey noise measurement locations are illustrated in **Figure 6.2, Noise Monitoring Locations**. The results of the community noise survey are provided in **Table 6.1, Community Noise Measurement Survey Results**.

Table 6.1, Community Noise Measurement Survey Results

Location	Time Period	L _{eq}	L _{max}	L _{dn}	Noise Sources
East of ACC facility on Abel Rd.	Daytime	42-48	53-54	53	distant traffic (I-5), natural sounds
	Nighttime	47	57		
Southwest of residential development at Husted Lateral Rd. and Theater Rd.	Daytime	53-58	59-65	63	I-5 traffic
	Nighttime	57	62		
Corner of Redinger Way and I St.	Daytime	48-53	62-66	57	Local and distant traffic
	Nighttime	50	56		
South terminus of Davis Rd.	Daytime	41-43	53-57	49	distant traffic, natural sounds
	Nighttime	43	52		
West of Zumwalt Rd./Walnut Dr. Intersection	Daytime	42-50	52-58	51	distant traffic (I-5)
	Nighttime	44	53		
425 San Antonio Dr.	Daytime	56-62	63-75	64	I-5 traffic
	Nighttime	52-61	63-68		
165 8 th St.	Daytime	49-57	60-78	58	distant traffic, community sounds
	Nighttime	48-56	56-65		
Residence on Zumwalt Rd. South of Crawford Rd.	Daytime	48-56	63-76	55	distant traffic, natural sounds
	Nighttime	40-55	48-70		

Notes:

- L_{dn} values for short-term measurement sites (Sites 1-5) were estimated based on average measured values. Two measurement sessions were completed during daytime hours for these sites to better assess daytime noise exposure – one in the morning and one in the afternoon.
- L_{dn} for long-term measurement sites (Sites A-C) were calculated based on measured Hourly L_{eq} data.
- Survey was conducted in Williams, California on January 27-28, 2010.

Realization

The major noise sources in Williams include traffic on I-5, SR 20, and local traffic on City streets; train operations associated with the CNRR; commercial and industrial uses; recreation areas (e.g., parks and school play areas); and aircraft flights associated with the Williams Soaring Center.

The following sections outline policies and, where applicable, actions for general, transportation and non-transportation noises.

New Development and Transportation Projects (all Noise)

The need to mitigate noise impacts under state of California requirements is triggered by one of the following:

- New development proposed adjacent to a roadway that will be negatively impacted the existing or future traffic noise;
- A new roadway proposed to cross through or along an existing development,

where future traffic noise will negatively impact the development;

- Expansion of an existing roadway where projected traffic noise will negatively impact adjoining land uses;
- Establishment of a new land use that will negatively impact on existing use; or
- Establishment of a new land use that will be negatively impacted by the proximity of an existing noise producing use.

The responsibility for noise mitigation should fall to the party creating the impact. In other words, a noise-sensitive development should be designed to accommodate noise emanating from an existing use, and noise producing uses should be designed to reduce noise that will project onto existing noise-sensitive areas.

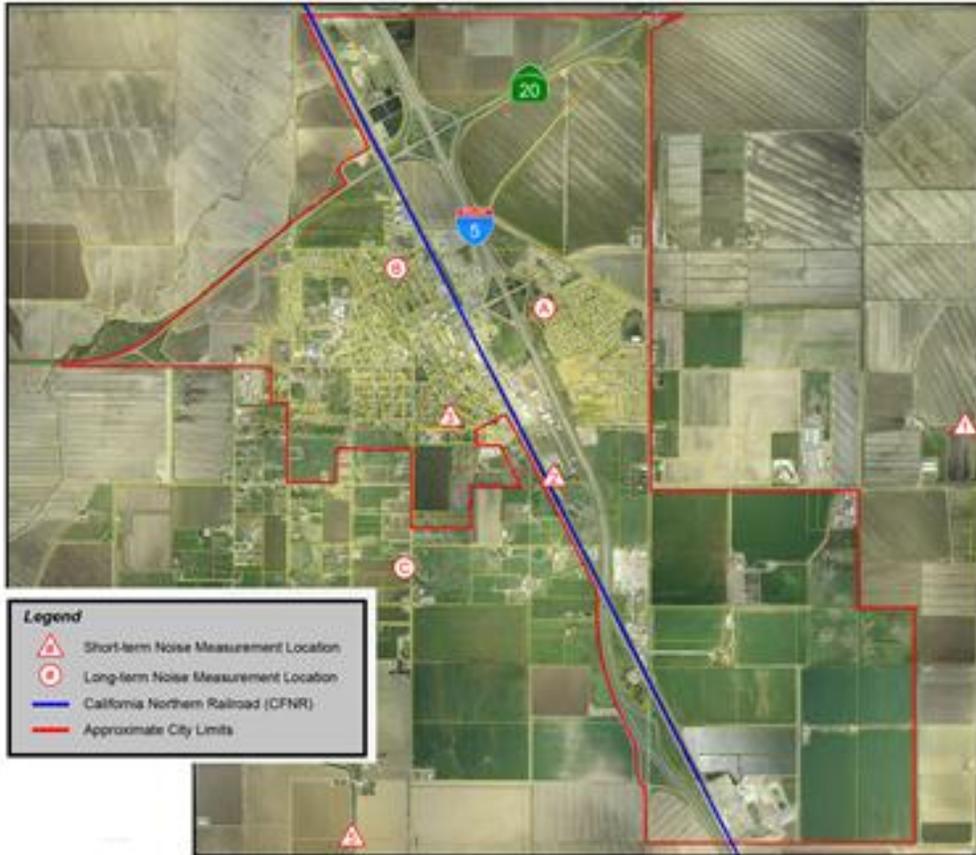


Figure 6.2, Noise Monitoring Locations

Source: Bollard Acoustical Consultants, Inc.



Policies

- 6.1. All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall be prepared as described in Action 6.
- 6.2. The City should have the flexibility in its ordinance and policies to consider the application of 5 dB less restrictive exterior noise standards than those prescribed in **Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources**, and **Table 6.4, Non-Transportation Noise Guidelines**, in cases where it is impractical or infeasible to reduce exterior noise levels within infill projects to a state of compliance with their standards. In such cases, the rationale for such consideration should be clearly presented and disclosure statements and noise easements should be included as conditions of project approval.

Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources

New Land Use	Sensitive Outdoor Area - CNEL	Sensitive Interior Area² - CNEL	Notes
Residential	60	45	5
Residences in Ag. Zones	65	45	6
Transient Lodging	65	45	3,5
Hospitals & Nursing Homes	60	45	3, 4, 5
Theaters & Auditoriums	---	35	3
Churches, Meeting Halls Schools, Libraries, etc.	60	40	3 3
Office Buildings	65	45	3
Commercial Buildings	65	50	3
Playgrounds, Parks, etc.	70	---	
Industry	65	50	3

Notes:

- 1. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
- 2. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.
- 3. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
- 4. If this use is affected by railroad or aircraft noise, a maximum (L_{max}) noise level standard of 70 dB shall be applied to all sleeping rooms with windows closed to reduce the potential for sleep disturbance during nighttime noise events.
- 5. Due to the noise-generating nature of agricultural activities, it is understood that residences constructed on agriculturally-designated land may be exposed to elevated noise levels. As a result, a 65 dB CNEL exterior noise level standard is applied to noise-sensitive outdoor areas of these uses.

Actions

- 6.a. The City of Williams shall adopt an ordinance requirement for an acoustical analysis to be prepared with subdivision processes and site plan applications. This analysis shall include the following provisions:
 - 1. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.

2. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
 3. Estimate projected future (20 year) noise levels, and compare those levels to the adopted policies of this general plan and adopted ordinance standards.
 4. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this general plan and ordinance standards.
 5. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.
The City of Williams shall adopt a local amendment to the Building Code to address interior noise standards.
- 6.b. Any extreme noise producer not specifically exempt shall be discouraged or prohibited by City Codes and policies.

Transportation Noise Sources

In addition to traffic on I-5 and trains on the CFNR, the ambient noise environment in Williams is defined primarily by traffic on SR 20, local traffic on City streets, commercial and industrial uses, active recreation areas of parks and outdoor play areas of schools, and to a small extent, aircraft operations associated with the Williams Soaring Center. With the exception of the Williams Soaring Center and a small crop dusting airport west of the City, there are no airports within the Williams City Limits, and the nearest known airport is the Colusa County Airport south of the City of Colusa. Because existing traffic volumes on City streets are relatively low, the ambient noise environments in the residential areas of the City – which are somewhat distant from I-5 and SR 20 – are similarly low. These noise sources are discussed individually below.

Roadways

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno vehicle noise emission curves was used to predict traffic noise levels within the City limits. The FHWA-RD-77-108 Model is considered acceptable for the development of General Plan traffic noise predictions. The FHWA Model was used with existing traffic data to develop Ldn contours for these roadways, as well as other smaller roadways in the City as summarized in **Table 6.3, Existing Traffic Noise Levels and Contour Distances**. Exterior decibel levels should not experience higher decibel levels than 55 to 65 decibels.



SR 20, one of the most heavily traveled roadways, abuts the northern neighborhoods and must be regulated for noise.



Husted Road, I-5, SR 20, E Street, and are the most heavily traveled roadways in the City. The predicted Ldn at a reference distance of 100 feet and the distances from the centerlines of the major roadways to the 60, 65, and 70 dB Ldn contours are summarized in **Table 6.3, Existing Traffic Noise Levels and Contour Distances**. The FHWA Model input data for the studied roadways is provided in **Appendix A, FHWA Model Input Data**.

Table 6.3, Existing Traffic Noise Levels and Contour Distances

Seg.	Roadway	Segment Description	L _{dn} @ 100 feet from C/L (dB)	Distance (Feet)		
				70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
1	SR 20	West of E St.	62	31	66	143
2	SR 20	E St. to Old Hwy 99W	61	26	56	120
3	SR 20	Old Hwy 99W to I-5	62	28	59	128
4	SR 20	I-5 to Husted Rd./Freshwater Rd.	60	20	44	95
5	SR 20	East of Husted Rd./Freshwater Rd.	64	37	80	173
6	E St.	SR 20 to 9th St. (N)	57	14	30	64
7	E St.	9th St. (N) to 9th St. (S)	57	14	30	64
8	E St.	9th St. (S) to 7th St.	58	15	33	70
9	E St.	7th St. to 5th St.	58	16	34	74
10	E St.	5th St. to I-5	59	19	40	86
11	E St.	I-5 to Vann St.	57	15	31	68
12	E St.	Vann St. to Husted Rd.	55	10	21	45
13	Freshwater Rd.	North of SR 20	51	6	13	27
14	Husted Rd.	SR 20 to E St.	59	20	42	91
15	Husted Rd.	E St. to Husted Lateral Rd.	56	11	24	53
16	Husted Rd.	Husted Lateral Rd. to Abel Rd.	56	12	26	57
17	Husted Rd.	Abel Rd. to Crawford Rd.	56	12	25	53
18	Husted Rd.	Crawford Rd. to Old Hwy 99W	56	12	26	56
19	Husted Rd.	Old Hwy 99W to I-5	56	11	24	51
20	Husted Rd.	South of I-5	52	6	13	27
21	Old Hwy 99W	North of Husted Rd.	56	12	26	56
22	Old Hwy 99W	South of Husted Rd.	56	11	24	51
23	Abel Rd.	East of Husted Rd.	52	7	15	31
24	9th St.	North of E St.	43	2	3	7
25	9th St.	South of E St.	52	6	14	30
26	7th St.	North of E St.	54	8	17	38
27	7th St.	South of E St.	54	8	18	38
28	5th St.	North of E St.	51	5	12	25
29	5th St.	South of E St.	50	5	10	21
30	Vann St.	South of E St.	54	9	18	40
31	I-5	Husted Rd. to SR 20	76	234	505	1,088

Policies

- 6.3. For City projects that involve capacity enhancing roadways, or the construction of new roadways, an acoustical analysis shall be prepared. If the project would result in a significant noise level increase as defined below, or if the project would cause noise levels to exceed the noise standards of Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources, noise mitigation measures shall be considered to reduce traffic noise levels to a state of compliance with Table 6.2. A significant increase is defined as follows:

<u>Pre-Project Noise Environment (Ldn)</u>	<u>Significant Increase</u>
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

There are various factors which may affect the feasibility or reasonableness of the mitigation which shall be considered including the following:

1. The severity of the impact;
 2. The cost and effectiveness of the mitigation;
 3. The number of properties which would benefit from the mitigation; and
 4. Aesthetic, safety, and engineering considerations.
- 6.4. If noise-reducing pavement is to be utilized in conjunction with a roadway improvement project, the acoustical benefits of such pavement shall be included in the noise analysis prepared for the project.
- 6.5. The City of Williams shall work with the State to mitigate noise levels to within acceptable levels as described in this chapter when the State expands or extends roadways that impacts existing residential development.

Actions

- 6.c. The City of Williams shall adopt regulations to require implementation of noise mitigation to newly constructed roadways in new subdivision developments.

Railroads

Measurements of California Northern Railroad (CFNR) activity, collected in February 2010 at the Close Lumber, Inc. facility (333 6th Street), recorded a total of four train events over a continuous two-day period (two daytime events per day), producing an average sound exposure level (SEL) of 106 dB and 24-hour average noise exposure of approximately 56-61 dB (Ldn) at a distance of 42 feet from the center of the tracks. **Table 6.4, Railroad Noise Exposure as a Function of the Number of Daily Trains,**



According to the Railroad Atlas of North America, the railroad tracks running north-south through the City of Williams are operated by the California Northern Railroad (CFNR).

was developed to estimate the distances to the 60 and 65 dB Ldn railroad noise contours for various numbers of daily trains in Williams. The data assume that, since this is not a main line, additional railroad operations in Williams would likely occur primarily during daytime hours (7 am to 10 pm). The data also assume a mean train SEL of 100 dB at a distance of 100 feet, which is consistent with the measurement data reported above.

Table 6.4, Railroad Noise Exposure as a Function of the Number of Daily Trains

Average (L_{eq}) / Maximum (L_{max})				
Number of Daily Trains All Residential	L_{dn} at 100 feet (dB)		Distance to 60 dB L_{dn} Noise Contour (Feet)	
	Without Horn	With Horn	Without Horn	With Horn
1	51	56	24	51
2	54	59	38	81
3	55	60	49	106
5	58	63	69	150
7	59	64	87	187
10	61	66	110	237

Notes:

1. The predicted distances to the L_{dn} contours assume a mean railroad sound exposure level (SEL) of 100 dB without horn usage and 105 dB with horn usage at a reference distance of 100 feet from the tracks and that all train operations occur during daytime hours. The SEL of 100 dB at 100 feet matches the train noise level measurement results completed for this project.

The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Williams are shown by **Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources**. Where the noise level standards are predicted to be exceeded at new uses proposed within Williams, which are affected by traffic or railroad noise, appropriate noise mitigation measures should be included in the project design to reduce projected noise levels to a state of compliance with **Table 6.3, Existing Traffic Noise Levels and Contour Distances**.

Policies

6.6. For capacity enhancing rail, or the construction of new rail, a acoustical analysis shall be prepared. If the project would result in a significant noise level increase as defined below, or if the project would cause noise levels to exceed the noise standards of **Table 6.2, Noise Guidelines for New Uses Affected by Transportation Noise Sources**, noise mitigation measures shall be considered to reduce rail noise levels to a state of compliance with the Table 6.1. A significant increase is defined as follows:

<u>Pre-Project Noise Environment (L_{dn})</u>	<u>Significant Increase</u>
Less than 60 dB	5+ dB
60 - 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

There are various factors which may affect the feasibility or reasonableness of the mitigation which shall be considered including the following:



1. The severity of the impact;
2. The cost and effectiveness of the mitigation;
3. The number of properties which would benefit from the mitigation; and
4. Aesthetic, safety, and engineering considerations.

Non-Transportation Noise Sources

The production of noise is a result of many processes and activities, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by Federal and State employee health and safety regulations (OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational, and public service facility activities can also produce noise that affects adjacent sensitive land uses. Those land uses that are sensitive to noise should be prevented from locating noise producing uses and should be protected from introduction of new noise producing uses. **Table 6.5, Non-Transportation Noise Guidelines.**

Table 6.5, Non-Transportation Noise Guidelines

Average (L _{eq}) / Maximum (L _{max})				
Receiving Land Use	Outdoor Area Daytime	Nighttime	Interior Day & Night	Notes
All Residential	55 / 75	50 / 70	35 / 55	
Transient Lodging	55 / 75	---	35 / 55	4
Hospitals & Nursing Homes	55 / 75	---	35 / 55	5, 6
Theaters & Auditoriums	---	---	30 / 50	6
Churches, Meeting Halls, Schools, Libraries, etc.	55 / 7	---	35 / 60	6
Office Buildings	60 / 75	---	45 / 65	6
Commercial Buildings	55 / 75	---	45 / 65	6
Playgrounds, Parks, etc.	65 / 75	---	---	6
Industry	60 / 80	---	50 / 70	6

Notes:

1. The standards in this table shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds these standards, then the noise level standards shall be increased in 5 dB increments to encompass the ambient.
3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and exterior doors in the closed positions.
4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.



One of the airstrips near Williams

Airports/ Aircraft Noise Sources

The only airstrip located near the City of Williams is located at the Williams Soaring Center at the corner of E Street and Husted Road, near the eastern City limit. This facility is primarily used for the operation of gliders and their tow planes. Although Williams Soaring



Center aircraft overflights of the City occur, these flights are by small, single-engine planes, and are infrequent. As a result, the existing ambient noise environment of the City of Williams is not significantly influenced by aircraft noise.

Policies

6.8. In the event that an airport locates in or near Williams, new residential development proposed in airport noise environments between 55 and 60 dB

CNEL shall be subject to the following conditions:

1. Provide minimum noise insulation to 45 dB CNEL within new residential dwellings, including detached single family dwellings, with windows and exterior doors closed in any habitable room.
2. Provide disclosure statements to prospective buyers that the parcel is located in an area which may be exposed to frequent aircraft noise events (arrivals, departures, overflights, engine run-ups, etc.).
3. An Avigation Easement prepared by the Williams Counsel's Office granted to the City of Williams, recorded with the Williams Recorder, and filed with the City Planning Department shall be obtained from each residential parcel. The Avigation Easement shall acknowledge the property location near a source of aircraft noise and shall grant the right of flight and unobstructed passage of all aircraft into and out of the subject Airport.

Industrial Uses (Fixed Noise Sources)

Descriptions of existing fixed noise sources in the City are provided below. These uses are intended to be representative of the relative noise generation of such uses, and are intended to identify specific noise sources that should be considered in the review of development proposals. Site-specific noise analyses should be performed where noise-sensitive land uses are proposed in proximity to these (or similar) noise sources, or where similar sources are proposed to be located near noise-sensitive land uses. **Table 6.5, Non-Transportation Noise Guidelines.**

Bar Ale, Inc. Operations at the Bar Ale, Inc. facility consist primarily of the manufacturing of livestock and equine feeds. Typical noise-producing equipment associated with the facility includes the main manufacturing plant, and forklifts and heavy trucks. The plant may operate 24-hours a day, and produces a noise exposure level of approximately 62 dB Leq at a distance of 165 feet (from the main plant equipment). This facility is located at 1011 5th Street in an industrial area of the City.



Industrial area in Williams

The DePue Warehouse Company operates several rice drying and storage facilities throughout the City of Williams. Known locations include 1700 E Street, 401 C Street, 602 5th Street, and 5999 Freshwater Road. It is our understanding that these facilities operate during the rice harvesting season (approximately October thru February). These facilities were not in full operation during our noise level measurements (February 2010); however, loading of dried rice onto a transport truck at the 602 5th Street facility produced noise exposure of approximately 66 dB Leq and 77 dB Lmax at a distance of 75 feet. It is assumed that these facilities have the potential to produce much higher noise exposure during the rice harvest.

Morning Star Packing is a large tomato processing and packing facility located at 2211 Old Hwy 99 on the southeast corner of the City limits. The facility processes raw tomatoes into canned tomato pastes and canned diced tomato products. This facility includes large processing and packaging plants, substantial storage areas, and a rail spur to the CFNR for transport to and from the facility. This facility may operate 24-hours a day, and is expected to be busiest during the primary northern California tomato harvest of June thru October.

American Commodity Company (ACC) is a large rice drying and storage facility located at 6133 Abel Road on the east side of the City limits. Like the DePue Warehouse Company facilities, it is expected that this facility is busiest during the rice harvest (approximately October thru February). This facility may operate 24-hours a day. Noise exposure from drying and loading operations at the facility was measured to be approximately 64 dB Leq at a distance of 550 feet from truck loading and assumed drying equipment. This facility may produce substantially higher noise exposure during busier times, and would be expected to produce significant heavy-truck operations.

The Williams Redi-Mix facility located at 2385 Husted Road is a concrete batch plant and aggregate/landscape materials supplier. Typical hours of operations are 7 a.m. to 3 p.m. Noise produced by this facility is primarily associated with plant equipment operation, front loader use, and heavy truck movements. Typical noise exposure associated with this type of facility is 75 dB Leq and 80 dB Lmax at a distance of 100 feet from the plant, with heavy equipment operations (e.g., front loader and trucks) producing similar noise exposure.

Christman Drier is a large rice drying and storage facility located at the corner of 5th Street and B Street in the central part of the City. Like the DePue Warehouse Company and ACC facilities, it is expected that this facility is busiest during the rice harvest (approximately October thru February). This facility may operate 24-hours a day during peak times.



Policies

- 6.8. Prevent the introduction of new industrial uses in noise-sensitive areas.

Actions

- 6.d. Adopt noise performance standards for new industrial uses.
- 6.e. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new industrial sites shall require the use of setbacks and site design, and thereby keep the use of noise barriers at a minimum.

General Service Commercial & Light Industrial Uses

Noise sources associated with service commercial uses such as automotive and truck repair facilities, tire installation centers, car washes, loading docks, corporation yards, recycle center, and hardware and feed stores are found at various locations within the City of Williams. Many of these sources are located on E Street, 5th Street, and 7th Street. The noise emissions of these types of uses are dependent on many factors, and are therefore, difficult to quantify precisely. Nonetheless, noise generated by these uses contributes to the ambient noise environment in the immediate vicinity of these uses, and should be considered where either new noise-sensitive uses are proposed nearby or where similar uses are proposed in existing residential areas. **Table 6.5, Non Transportation Noise Guidelines.**

Policies

- 6.9. Prevent the introduction of new noise-producing uses in noise-sensitive areas.
- 6.10. Prevent encroachment of noise-sensitive uses upon existing noise-producing facilities.

Actions

- 6.f. Adopt noise performance standards for new noise-producing uses.
- 6.g. Adopt noise mitigation measures that will apply to new noise-sensitive uses if placed in proximity to noise producing facilities.
- 6.h. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new commercial sites shall require the use of setbacks and site design, and thereby keep the use of noise barriers at a minimum.

Parks and Schools

There are several park and school uses within the City limits. These uses are distributed throughout the City. Noise generated by these uses depends on the age and number of people utilizing the respective facility at a given time, and the types of activities they are engaged in. School playing field activities tend to generate more noise than those of neighborhood parks, as the intensity of school playground usage tends to be much higher. At a distance



One of Williams' popular neighborhood parks

of 100 feet from an elementary school playground being used by 100 students, average and maximum noise levels of 60 dB (Leq) and 75 dB (Lmax), respectively, can be expected. At organized events such as high-school football games with large crowds and public address systems, the noise generation is often significantly higher. As with service commercial uses, the noise generation of parks and schools is variable.

Policies

- 6.11. When siting a new public park, the City shall consider separating the park from a noise-sensitive area if intense activities are to occur in the park.

Actions

- 6.i. Any noise regulations adopted by the City shall specifically exempt public parks and park activities.

Residential (Noise-sensitive Areas)

The primary outdoor activity area associated with any given land use at which noise-sensitivity exists and the location at which the City's exterior noise level standards are applied. Normally considered to be backyard spaces, or distinct rear patio/deck areas of single-family residential uses. Front yard spaces, elevated balconies, front courtyards, front decks, side yards, etc., are not commonly considered to be sensitive outdoor activity areas. Where the location of outdoor activity areas for large lot residential properties cannot be determined, the City's exterior noise level standards should be applied within 50 feet of the rear of the residence. Common outdoor recreation areas, such as pools, tot-lots, tennis courts, etc., of multi-family uses are considered to be the noise-sensitive outdoor areas. Individual patios and balconies of multi-family developments are not considered to be sensitive outdoor areas. Mixed-use developments will commonly consist of residential units on elevated floors above office or commercial uses. As a result, such uses may not include a clearly delineated noise-sensitive outdoor area, in which case satisfaction with the City's interior noise level standards should be considered adequate.

Policies

- 6.12. Prevent encroachment of noise-sensitive uses upon existing industrial facilities.

Actions

- 6.j. Adopt an ordinance amendment to require a sound wall regulations when new subdivisions are proposed adjacent to existing or proposed highways or major roads.
- 6.k. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, development standards for new



Residential areas surround this park



- residential subdivisions, additional setbacks shall be considered in addition to the sound barrier wall to further protect future residents.
- 6.l. Adopt noise mitigation measures that will apply to new noise-sensitive uses if placed in proximity to existing industrial facilities, commercial facilities.
 - 6.m. Noise analyses prepared for multi-family residential projects, town homes, mixed-use projects, condominiums, or other residential projects where floor/ceiling assemblies or party-walls are common to different owners/occupants, shall address satisfaction with the State of California Noise Insulation standards.

Miscellaneous

The City of Williams shall include regulations to limit construction activity to certain times and to exempt certain activities.

Policies

- 6.13. Noise associated with construction activities shall adhere strictly to the City Code restrictions regarding prohibited operating hours.

Actions

- 6.n The following sources of noise shall be exempt from the provisions of this Noise Element. Any noise regulations that are adopted shall specifically exempt the following:
 - a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment shall also be exempt provided such testing occurs during daytime hours and does not occur for periods of more than one hour per week.
 - b. Activities at public schools, parks or playgrounds, provided such activities occur during daytime hours.
 - c. Activities associated with events for which a permit has been obtained from the City.
 - d. In the event of an emergency involving agricultural activities which requires prompt action to protect crops or equipment, the City can exempt noise generated by such action from the provisions of this Element.

Noise Mitigation Options

Any noise problem may be considered as being composed of three basic elements: the noise source, a transmission path, and a receiver. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria (Ldn, Leq, or Lmax), the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be

selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

Use of Setbacks

Noise exposure may be reduced by increasing the distance between the noise source and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally about 4 to 6 dB per doubling of distance from the source.

Use of Barriers

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. The difference between the distance over a barrier and a straight line between source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path-length-difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

Transparent noise barriers may be employed, and have the advantage of being aesthetically pleasing in some environments. Transparent barrier materials such as laminated glass and polycarbonate provide adequate transmission loss for most highway noise control applications. Transparent barrier materials may be flammable, and may be easily abraded. Some materials may lose transparency upon extended exposure to sunlight. Maintaining aesthetic values requires that transparent barriers be washed on a regular basis. These



The Valley Ranch neighborhood is protected by a noise mitigation barrier.



properties of transparent barrier materials require that the feasibility of their use be considered on a case-by-case basis.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of a barrier will vary for each of these sources. Frequency analyses are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall may provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

Site Design

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield another so that noise reduction measures are needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses.

Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project. Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or

development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs.

Site design should also guard against the creation of reflecting surfaces which may increase onsite noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of "U"-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless carefully located. Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

Building Design

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source.

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, and can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an "urban canyon" may be created. Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

Noise Reduction by Building Facades

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 10-15 dB noise reduction for building facades with open windows, and approximately 25 dB noise reduction when windows are closed. Thus a 25 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.



Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Whichever noise control techniques are employed, it is essential that attention be given to installation of weather stripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral content of the noise source. Requirements for transmission loss analyses are outlined by Title 24 of the California Code of Regulations.

Use of Vegetation

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however,

that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.



Open Space and Conservation

Chapter 7

Beyond the suburban and industrial fringe, the City of Williams is characterized by vast agricultural fields set against the foothills of the Coast Range to the west and the Colusa Basin to the east. As the City experiences urbanization, open space, environmental resources, and recreation areas warrant a level of protection from encroaching development. The benefits of conservation, defined as the “management of natural resources to prevent waste, destruction, or neglect,”¹ have no limits. These natural areas offer a historical and cultural richness that outlasts the built environment, given that conservation measures and investments are in place. All of these benefits contribute to the community’s character and quality of life.

This chapter addresses the nexus between the built and natural environments. Each system can complement, rather than compete against, one another for mutual gain. As the City increases its population base, the principles of environmental stewardship will help to preserve the land’s utility, water and air quality, plant and animal wildlife, and recreation areas. These benefits extend to regional and statewide networks of parks, open space, and geologic formations. From an anthropocentric perspective, economic development and tourism are fueled by investments in beautiful and unique natural places. Natural resource protection and recreational amenities boost community aesthetics and improve community living, lending tangible and intangible value to the City.

The City of Williams has access to a toolbox of conservation measures, including long-range planning; ordinance amendments; best management practices; County, State, and Federal regulations; local programming; and

¹ California General Plan Guidelines

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outreach and education opportunities. In particular, policies need to maximize natural resource protection while limiting restrictions on the built environment. Innovative technologies and practices should be adopted to keep pace with population growth and minimize the City's long-term impact on the natural environment.

Purpose

The purpose of this chapter is to address open space, conservation, and parks and recreation. California statute mandates specific topics to be addressed for each element:²

- The open space element guides the long-range preservation and conservation of open-space land, which is defined as any parcel or area of land or water that is essentially unimproved and devoted to open-space use. Topics include agriculture, natural resource protection, recreation, and enjoyment of scenic beauty.
- The conservation element provides direction regarding the conservation, development, and utilization of natural resources. Population growth and development continually require the use of both renewable and nonrenewable resources. One role of the conservation element is to establish policies that reconcile conflicting demands on those resources.
- The parks and recreation element is an optional component that addresses passive and active recreation opportunities. This section evaluates the current system based on future needs.

These three elements have been combined into one chapter to reflect the interrelationships among each topic. The policies of this chapter are intended to complement the City's comprehensive strategy of creating a sustainable, livable community – an outgrowth of Williams' natural history and environmental context.

Realization

The following subsections elaborate on the background and recommendations of essential components to open space, conservation, and parks and recreation planning. Each narrative is followed by policies and actions to implement the General Plan.

Agriculture

Agricultural fields dominate the visual landscape, serving as the City's primary open space resource. The City of Williams' agrarian roots are embedded in a long history - characterized by Spanish and Mexican origins.³ The mid-nineteenth century gold rush triggered the rapid expansion of wheat crops in conjunction with manufacturing and commerce of agricultural

² California General Plan Guidelines

³ Source: City of Williams General Plan Update, Background Report on Cultural Resources

The content of this chapter overlaps many crossover themes found in other elements, including **Chapter 2, Background Analysis; Chapter 3, Land Use; Chapter 4, Public Safety; and Chapter 5, Public Facilities.** Open space and conservation topics previously addressed include:

- Rivers, Lakes, Streams, Ground Water, Flood Protection, Wastewater, Storm Drainage (Pgs. 2.21 – 2.23; 4.3 – 4.5; 5.2 – 5.6)
- Seismic and Geologic Hazards (Pgs. 4.7 – 4.8)
- Fire Hazards and Protection (Pgs. 2.30 – 2.31; 4.8 – 4.13)
- Soils (Pgs. 2.19)
- Parks and Recreation (Pgs. 2.19 – 2.20; 3.32)
- Subdivision and Conservation Design (Pgs. 3.30 – 3.31)



outputs. Nearly a century later, rice crop was the largest in California's history. The 1950 construction of the Glen Colusa Canal propagated this trend, bringing more surface water to the region.

Today, a predominance of rice fields continues to populate the 25 square mile region around Williams. Within Colusa County, the number of acres devoted to rice farming increased by almost 80 percent between 1990 and 2008 from 83,800 to 150,200 acres.⁴ The per acre unit production of rice also increased by over 150 percent during this same period making rice the most profitable crop in the County. The primary use of open space in and around Williams is active farming, as illustrated in **Map 7.1, Management Landscape**. Rangeland is scattered throughout the agricultural fields, with a significant patch of wildlife and natural land reserve to the east of the City.

The eastern half of Colusa County is surrounded by Prime Farmland and Farmland of Statewide Importance. These U.S. Department of Agriculture designations surround the City of Williams' urbanized core to the south and north, respectively, as illustrated in **Map 7.2, Important Farmlands**. Prime Farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.⁵ Farmland of Statewide Importance is similar in quality but has minor shortcomings, such as greater slopes or less ability to store soil moisture.⁶ As the country has transitioned to denser development patterns, high-quality farmland has been lost to industrial and urban uses, resulting in agricultural practices on marginal lands. Protecting high-yielding land is of local and national importance in meeting the necessary food supply.

As urban development extends to agricultural land, the City should take an active role in promoting sensible development practices that respect the rural infrastructure and needs of neighboring farmers and ranchers. Growth management strategies can include the use of clustered or "conservation" subdivisions to protect open space while permitting appropriate residential development intensities. Natural and man-made buffers can help to mitigate potential conflicts between active farms and high-density residential development, including the strategic placement of vegetation and roadways. Setbacks can also reduce the negative impacts of agricultural impacts, such as aerial spraying, by ensuring a safe distance from houses to farm fields.

⁴ Source: Colusa County General Plan Update

⁵ Source: California NRCS.

<http://www.ca.nrcs.usda.gov/mlra02/napa/primfarmtbl.html>

⁶ Source: Colusa County General Plan Update



Several private orchards are located on the south side of town, within and just outside the City limits. Most of these trees are dedicated to walnut production.



Agricultural land surrounds the City of Williams.

As new industrial parks and residential subdivisions begin to develop on the City's fringe, zoning regulations such as bufferyards and setbacks help to reduce land use conflicts.

Zoning is another way to minimize conflicts with adjacent land uses. The City's zoning regulations designate an "Agricultural / Rural" (AR) district, which is intended to preserve the rural, agricultural character and to manage a contiguous and efficient pattern of future growth. The AR district's regulations require buffers, building setbacks, and density restrictions, among other regulatory tools, to help to reinforce agricultural character and provide a smooth transition from urban to rural demands on the land.

Conservation Innovation Grants

The Natural Resources Conservation Service (NRCS) awards Conservation Innovation Grants (CIG) to fund local projects designed to stimulate the development and adoption of innovative conservation approaches and technologies. These competitive grants seek to foster creative solutions to assist California's farmers and ranchers with emerging and traditional agricultural and natural resource issues. CIG projects are expected to lead to the transfer of conservation technologies, management systems and innovative approaches into NRCS technical manuals or guides or to the private sector. CIG, a component of NRCS' Environmental Quality Incentives Program (EQIP), funds one-to-three year projects that targets innovative on-the-ground conservation, including pilot projects and field demonstrations.

Applications must demonstrate the use of innovative technologies or approaches, or both, to address at least one sub-category as follows:

- Natural Resource Category: Water Quality-Livestock, Water Quality-Not Livestock, Water Quantity, Soils Resources, Atmospheric Resources, Grazing Land, Forest Health, Wildlife Habitat or On-Farm Energy Resources.
- Technology Category: Improved On-Farm Energy Efficiency, Water Management - Drainage Water and Irrigation Water, Improved Nutrient Management to Improve Water Quality, Air Quality or Conservation Technology Transfer to Targeted Groups of Farmers and Ranchers.

Source: NRCS,
http://www.ca.nrcs.usda.gov/news/releases/2010/cig_5-5-10.html

Conservation easements can supplement zoning in the effort to mitigate conflicting land uses. Land with significant conservation values, such as forests, wetlands, endangered species habitat, and scenic areas may be eligible for a conservation easement, a voluntary agreement with a nonprofit land trust or government agency.⁷ The easement restricts the type or amount of development while retaining private ownership of the land. Many landowners receive a federal income tax deduction for donating a conservation easement.

There are portions of two tracts within the existing Sphere of Influence (SOI) that are covered by a Williamson Act contract. Within the planning area, and within the area that is recommended for expansion of the Sphere of Influence, there is one tract and a portion of two other tracts that also have such a contract on them. These tracts are shown in *Figure 7.1, Williamson Act Tracts*. The Williamson Act, technically the California Land Conservation Act of 1965, authorizes local governments to enter into contracts with property owners to set aside prime and non-prime agricultural land, and a third classification known as a "farmland security zone", for agricultural and other open space uses. In exchange for the public benefit of the preservation (and resulting loss of potential revenue to the property owner), the property value is set much lower, resulting in lower property taxes.

To offset the loss in revenue, the state provides subsidies to those local governments that have entered into contracts. The Williamson Act tracts in the planning area are classified as prime agricultural lands, which mean they attained high rates in a quantitative analysis, and they support either livestock or crop-bearing plants.

Chapter 3, Land Use and Character begins to outline land use strategies that address the relationship between agricultural and urbanized lands. The

⁷ California Stewardship Program, <http://ceres.ca.gov/foreststeward/html/consease.html>



following policies and actions expand on these themes, extending the functional role of agriculture to cultural ties with the land.

Policies

- 7.1 Zoning regulations will be used to preserve the rural scale and character of the “Agricultural/Rural” zoning district, including adequate transitions and buffering areas between different character types.
- 7.2 The history and tradition of local agricultural will be promoted through cultural events and programming.
- 7.3 Agriculture and ranching activities will be supported through financial incentives and access to municipal venues and facilities.
- 7.4 Prime farmland shall be prioritized for agricultural (rather than industrial or residential) uses to ensure the most efficient use of land.
- 7.4a Properties containing Williamson Act contracts shall have executed a Notice of Non-Renewal prior to annexation into the city limits of Williams.
- 7.4b Work with the Local Agency Formation Commission (LAFCo) on issues of mutual concern including the conversion of agricultural land.

Actions

- 7.a Restrict permitted activity and densities in the “Agricultural/Rural” zoning district to complement rural character, including low-density development and minimal infrastructure requirements. Examples include single-family detached homes, manufactured homes, and outdoor and entertainment facilities.
- 7.b Require additional permitting and approval to develop on prime agricultural land.
- 7.c Specify bufferyard requirements and lot setbacks that address conflicts between agricultural and residential land uses.
- 7.d Educate agricultural landowners and establish incentive programs to encourage the donation of conservation easements.
- 7.e Support and promote activity associated with the private farmer’s market located on Seventh Street.
- 7.f Consider funding a marketing campaign that promotes the purchase of “local” products from the City of Williams and Sacramento Valley region.

Parks System

Parks and recreation facilities are an essential part of a healthy, quality, and sustainable community environment. They provide necessary components in human existence for events outside of the home, after work, and beyond school activities. Whether for passive or active use, park areas and recreation facilities are an important part of everyday active living. Much like streets and sidewalks, water and wastewater lines, drainage facilities, police and fire



Each park offers different amenities, depending on the service area, location, and function. Shade trees and sheltered areas are highly valued in Williams’ hot and dry summer climate.

equipment, and other municipal facilities and services, parks are integral components of the municipal infrastructure. Parks reflect the quality of life enjoyed by citizens, incorporating scenic, historic, and cultural values. They deserve a significant level of attention and commitment of resources to be adequately acquired, constructed, operated, and maintained.

A publication of the National Recreation and Park Association (NRPA) entitled *Recreation, Park and Open Space Standards and Guidelines* includes criteria for the provision of parks and recreation facilities. The criteria are based on a national survey of municipalities of all sizes and geographic regions. These standards serve as a baseline to compare the current service levels against national standards. Many communities perceive these standards as a minimum, hoping to surpass them. Standards are typically calibrated to reflect local participation trends, user characteristics, demographics, climate, natural environment, and other factors specific to each community.

Current Parkland Needs (Acreage)

Chapter 2, Background Analysis, lists the City’s current inventory of parkland. There are five parks in all, covering a total of 28 acres. Land devoted to public parks is about 2.8% of the City’s inventory of developed property. Four of these parks are classified as neighborhood parks, taking the NRPA size standards and the existing equipment into consideration. In Williams, most of the neighborhood parks exceed the NRPA neighborhood park standards in terms of size. The City currently provides 1.85 acres of neighborhood parkland for every 1,000 persons, which falls within the national standard. The City’s current parkland dedication requirements of one acre per 1,000 population will allow the City to remain within the standard overall. One park, Valley Vista, is classified as a community park. The City provides 2.08 acres of community parkland for every 1,000 persons, falling significantly below the national standard. To bring the City’s community park system up to national standards, an additional 15 acres of community parkland would need to be added.

Current Parkland Needs (Location)

In addition to the acreage of parks, their location relative to the existing and planned future neighborhoods is equally important. They should be well distributed and conveniently accessible to all areas of the community. An evaluation of park service areas helps to determine whether there is sufficient coverage and where new parks are needed to fill the deficient areas. The NRPA establishes a maximum service area of a quarter mile around a neighborhood park and of one mile around a community park.

Map 7.3, Neighborhood Park Service Area, shows the existing neighborhood parks in the City with the quarter- and one-mile radii. The neighborhood area east of the school and north of D Street appear to be underserved from an accessibility standpoint. Some of these gaps in parkland service can be

NRPA Recommendations

Pocket – 0.25-0.5 acres/1,000 persons

Neighborhood – 1-2 acres/1,000 persons

Community – 5-8 acres/1,000 persons



covered by a continuation of the City's current coordination efforts to share school and City resources. The school is located within a quarter mile of the homes in the underserved area. The City and Williams Unified School District have a cooperative relationship with a joint use agreement. In the future, the City may want to consider adding one neighborhood or pocket park within the northern neighborhood to augment the school's recreational offerings to the neighborhood.

At this time, the City of Williams does not provide any pocket park services. Pocket parks are recommended by the NRPA to serve relatively small groupings of the population, with an eighth mile service area and at a size between a quarter- to half-acre per 1,000 persons. To meet this standard, 1.32 acres distributed at five sites would need to be added. Valley Vista is Williams' sole community park and serves all of Valley Ranch and the older residential areas to the west to about Ninth Street. *Map 7.4, Community Park Service Area*, shows the current one-mile service area of the community park. The smaller quarter-mile service area around the park shown in red reflects the additional neighborhood park service that the park provides. The map indicates that the park would serve almost the entire eastern Sphere of Influence (SOI) and beyond, including the two potential future school sites to the east. However the western portion of the City remains underserved according to NRPA standards. A second community park located in the southwest corner of the City, or preferably within the area that is currently in the SOI south of Hankins Road (but should be annexed in before parkland is acquired) would cover the current residents and prepare the City for future growth to the south and to the southwest.

Future Parkland Needs

The City does not currently offer regional park services. Regional parks are large park facilities that serve several communities. They range in size from 100-499 acres. The regional park is a natural area or developed area for a variety of outdoor recreation such as ball fields, playgrounds, boating, fishing, swimming, camping, picnicking, and trail systems. NRPA guidelines for these parks are five to 10 acres per 1,000 persons, but they should not be smaller than 100 acres. Under those guidelines, Williams does not need to provide regional park services until it reaches a population that is nearly five times its current size, or at the point where there is a policy decision made to serve not only the City's but also the surrounding communities' citizens as well. As the City continues to grow in significance relative to the County and the region, it should begin to consider providing such a service to attract business, new residents, and visitors to the area using its service industry.

According to the information gathered from stakeholders during the kickoff meetings of the General Plan, there are certain recreational needs that are not



Valley Vista Community Park serves as a model for park development, offering athletic fields, basketball courts, restroom facilities, a trail system, and natural amenities. An on-site wetland serves as a recreational asset as well as a functional one, doubling as on-site detention for stormwater runoff.



met in the City. However, the extent and exact nature of these needs has not yet been studied in detail. For example, tennis is one sport where there was an interest, but there was also input that the existing tennis courts are underutilized. Due the lack of an analysis, the gaps in current parkland acreage, and the significant growth that is anticipated by 2030 (an almost doubling of the population), the City would benefit from a detailed study of the City's needs through a Parks and Recreation Master Plan.

Policies

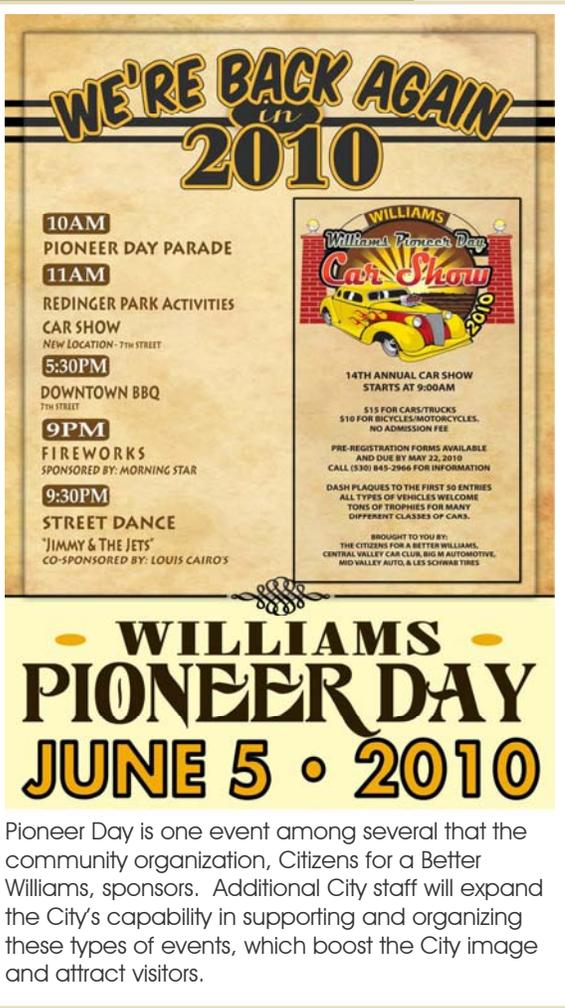
- 7.5 The financial support and development of future parks will follow the long-range, Parks and Recreation Master Plan (and subsequent updates) to accommodate a diversity recreational activities and support the interests of all age ranges, including youth, singles, families, and retirees.⁸ The annual budget under the City of Williams Parks Improvement Project shall complement the Plan.
- 7.6 The City will continue to expand its parks and recreational facilities and services in proportion to population growth and state and national standards.
- 7.7 Parks and recreation facilities and services will be integrated with the City's storm drainage improvement planning and other public facilities, allowing for dual benefit among municipal functions.
- 7.8 Parks and open space shall be evenly distributed, with regard to location, size, and amenities, to reflect population density and nearby land uses.
- 7.9 The City will lead efforts to pursue grant and other funding opportunities to improve and expand facilities, gain additional staff support, and finance community events.
- 7.10 A collaboration of government entities, public agencies, and local community groups will maximize the efficiency of resources.
- 7.11 Parkland dedication and development fee requirements shall be used to increase quantity and quality, sustaining a high level of service across the entire system.

Actions

- Hire a part-time parks and recreation staff member to support event programming and pursue additional grants and outreach opportunities.⁹
- 7.g Support community groups such as the Citizens for a Better Williams, a local nonprofit, that hosts social and community events, such as Pioneer Day, Festival of Lights, and wine tasting.

⁸ The Parks Improvement Project, FY 2010-2011 is currently being developed and reviewed.

⁹ The City is actively recruiting for this position.



WE'RE BACK AGAIN in 2010

10AM
PIONEER DAY PARADE

11AM
REDINGER PARK ACTIVITIES
CAR SHOW
NEW LOCATION - 7TH STREET

5:30PM
DOWNTOWN BBQ
7TH STREET

9PM
FIREWORKS
SPONSORED BY: MORNING STAR

9:30PM
STREET DANCE
'JIMMY & THE JETS'
CO-SPONSORED BY: LOUIS CAIRO'S

WILLIAMS Pioneer Day Car Show 2010

14TH ANNUAL CAR SHOW
STARTS AT 9:00AM

\$15 FOR CARS/TRUCKS
\$10 FOR BICYCLES/MOTORCYCLES.
NO ADMISSION FEE

PRE-REGISTRATION FORMS AVAILABLE
AND DUE BY MAY 22, 2010
CALL (530) 845-2966 FOR INFORMATION

DASH PLAQUES TO THE FIRST 50 ENTRIES
ALL TYPES OF VEHICLES WELCOME
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THE CITIZENS FOR A BETTER WILLIAMS,
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**WILLIAMS PIONEER DAY
JUNE 5 • 2010**

Pioneer Day is one event among several that the community organization, Citizens for a Better Williams, sponsors. Additional City staff will expand the City's capability in supporting and organizing these types of events, which boost the City image and attract visitors.



- 7.h Continue pursuing funding for a community center in the old Veteran’s Building, which will primarily target senior recreational activity and house the Parks and Recreation department.¹⁰
- 7.i Continue to support the joint maintenance and facility agreement of parks and recreational facilities between the City’s Parks and Recreation Department and the Williams Unified School District.
- 7.j Increase the number of events and programs for year-round indoor and outdoor activities, with the help of additional staff and continued support of community groups.
- 7.k Regularly prepare nominations and applications to qualify for grant assistance or other funding arrangements to finance annual capital improvements, parkland acquisition and development, trail development and maintenance, and open space preservation.
- 7.l Adopt a parks-to-standards program to set a standard by which all parks, recreation areas, and public spaces are measured. Improvements would bring each to an equivalent standard, which may then be adhered to through ongoing maintenance. In this way, the entire park system is elevated to the same standard of quality.
- 7.m Establish and implement a regular and formalized park and facility maintenance program. The program must, first, identify and log all necessary maintenance items, including repair of broken equipment, identification of unsafe conditions and remedies for correction, and items needing more significant capital expenditures. Cost estimates shall be compiled and integrated into a multi-year improvement program.
- 7.n Establish a “Friends-of-the-Park” program to solicit neighborhood, business, and civic group involvement in maintaining and policing parks and open space areas.
- 7.o Locate new parks in the presence of natural amenities while preserving environmental resources and site features. Continue to emphasize natural resource protection as a key objective of ongoing parkland acquisition and enhancement of existing park locations.

Trails and Greenways System

Interconnected, trail and greenways corridors that connect neighborhoods, schools, parks, and other public use areas enhance the parks and recreation system, allowing for inter-city travel and enjoyment across multiple destinations. This type of investment requires a comprehensive strategy, based on an inventory of

¹⁰ In the Parks Improvement Project of the Fiscal Year 2011 Capital Improvement Program, the City set aside \$62,000 of Proposition 40 funds for renovating the Veterans Building. The State is currently reviewing a Proposition 84 grant application submitted by the City, which would be used to supplement the cost.

Funding for Trails

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) defines the program at the federal level. Seventy percent (70%) of the funds received by California will be available for non-motorized Projects on a Competitive basis.

Safe Routes to School Program makes grants available for the construction of facilities that improve and enhance the safety of pedestrians and bicycle facilities and related infrastructure.

Habitat Conservation Fund (HCF) Program
This competitive grant program funds the development, improvement, rehabilitation, restoration, and enhancement of non-motorized trails and associated interpretive facilities for the purpose of increasing public access to, and enjoyment of, public areas for increased recreational opportunities.

Source: California State Parks & Concepts – Practical Tools for Parks and Recreation, California Department of Parks and Recreation



existing infrastructure and system gaps; future growth patterns; and capital improvement budgets. To do so will require a coordinated effort to seek out trail opportunities within rights-of-way, utility and drainage easements, public access ways, and as dedicated bike lanes along major streets and rural roads. Such an interconnected system of bicycle and pedestrian facilities accommodates recreation needs while also providing alternative modes of travel.

The California Department of Parks and Recreation has a Statewide Trails Office, which establishes a vision applicable to all recreation trails, including ones designed and maintained by the City of Williams. The mission is to:

Promote the establishment and maintenance of a system of trails and greenways that serves California's diverse population while respecting and protecting the integrity of its equally diverse natural and cultural resources. The system should be accessible to all Californians for improving their physical and mental well-being by presenting opportunities for recreation, transportation, and education, each of which provides enhanced environmental and societal benefits.¹¹

The City should seek to fulfill this vision, resulting in health, recreation, transportation, clean air, social, economic, educational, energy conservation, environmental, and resource protection benefits. The following policies augment the land use approach, as outlined in *Chapter 3, Land Use and Character*. Trail and greenway development ties into community design principles that promote multi-modal, livable centers catering to pedestrians and bicyclists. These types of corridors enhance the system's overall connectivity, a central theme in transportation and land planning.

Policy

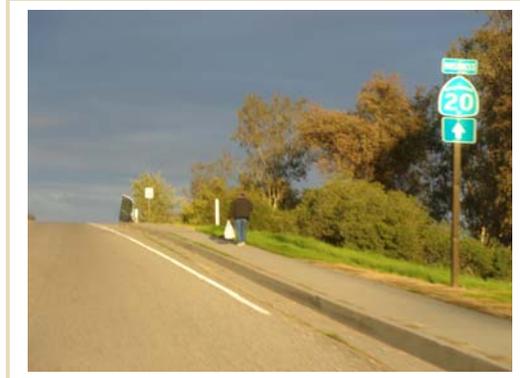
- 7.12 A comprehensive, interconnected trail system will offer pedestrian walkways, bike paths, and equestrian trails throughout the community
- 7.13 The creation of inter-city trails will enhance recreational opportunities and promote walking as a viable travel mode.
- 7.14 The creation of linear greenways will serve as a vehicle to protect natural resources and provide for natural scenic corridors.
- 7.15 The local trail system will connect local residents to regional, state, and federal trail systems.
- 7.16 Pedestrian paths will adhere to ADA accessibility guidelines, including possible redesign of existing sidewalks, sidewalk curb cuts, ramps, and trails.

¹¹ California Recreational Trails Plan, 2002



Actions

- 7.p Invest in a multi-use trail over the E Street bridge, allowing for safe and accessible, multi-modal travel across the Interstate divide.
- 7.q Include provisions in the subdivision regulations to allow for or require the construction of off-street trails, including design specifications for appropriate surface materials and construction practices.
- 7.r Prepare a comprehensive trail and greenways master plan that identifies the locations of bike lanes, trails, greenways, and pedestrian linkages throughout the City. Attention shall be given to identify sidewalk improvements in and around Downtown and the well established areas of town where roadways may require “retrofitting” to accommodate such improvements. Generally, the plan shall:
- 7.s Inventory and map all existing trail segments and sidewalks throughout the City.
- 7.t Identify missing and incomplete segments needed to improve continuity, particularly those adjacent to schools, parks, public buildings, and other pedestrian generators and attractors, such as Downtown.
- 7.u Inventory possible accessibility barriers for disabled persons.
- 7.v Identify natural areas and other infrastructure corridors within the community that could serve as linear linkages and/or greenbelts. These areas shall be acquired and developed for recreational use and as trails and connections.
- 7.w Propose trail extensions that would connect the City’s trail network with County, State, and Federal trail systems.
- 7.x Recommend appropriate cross sections for different facilities including sidewalks, multi-purpose paths, and bike lanes.
- 7.y Prepare a near-term capital improvement plan and program for those trail or sidewalk segments that would have an immediate impact, meaning those by which connections may be made to and between significant destinations with relatively little planning and investment.
- 7.z Identify long-term costs associated with trail maintenance, and include these into the capital improvement plan.
- 7.aa Based on the results of the above inventory prepare an application for the Safe Routes to School Program. Under this program Caltrans makes grants available for the construction of facilities that improve and enhance the safety of pedestrians and bicycle facilities and infrastructure.
- 7.bb Acquire any necessary additional rights-of-way or easements to allow for a multi-purpose (walking, jogging, bicycle, and equestrian use) trails along linear features, such as the railroad, waterways, and roadways. Provide for lateral extensions to serve neighborhood areas and points of public access, consistent with the comprehensive trail and greenways master plan.



E Street could serve as an east-west greenway corridor to the community, accommodating cross-town traffic and offering enhanced, pedestrian-friendly access over Interstate 5.



Animal Wildlife

The development of residential and commercial property typically occurs on a large scale, wiping out natural habitats and forcing animals to relocate. This disruption in the ecosystem puts some animals at high risk, threatening their very existence. The State and Federal Endangered Species Acts classify animals into several categories to determine the level of animal protection. These categories are distinguished as Threatened, Endangered, California Species of Special Concern, and Fully Protected Species. The City of Williams is home to a number of birds, reptiles, amphibians, and invertebrates that fall within these categories, as documented in *Appendix A, Special-Status Wildlife Species Potentially Occurring Within the City of Williams Sphere of Influence*.

Wildlife movement corridors, also called dispersal corridors or landscape linkages, function as a linear trail system for animals by connecting two significant habitat areas.¹² Studies have proven that wildlife corridors are effective at increasing animal movement between destinations, helping to prevent loss of populations and improving overall biodiversity.¹³ See the sidebar, *Principles of Wildlife Corridor Design*, on the previous page to explore concepts and guidelines for promoting safe animal travel.

As the community evaluates new growth scenarios, seeks to improve open space land for recreation opportunities, and expands the transportation network, animal habitats and connectors between them should be a consideration in assessing environmental impacts.

Principles of Wildlife Corridor Design

- The corridor should be as wide as possible. The corridor width may vary with habitat type or target species, but a rule of thumb is about a minimum of 1,000 feet wide (but larger if possible).
- Maintain as much natural open space as possible next to any culverts to encourage the use of the culverts.
- Maximize land uses adjacent to the corridor that reduce human impacts to the corridor (Beier and Loe 1992). Isolation effects along corridors can be offset by having surrounding habitat similar to that found within corridors (Perault and Lomolino 2000).
- Do not allow housing or other impacts to project into the corridor to form impediments to movement and increase harmful edge effects.
- If housing is to be permitted next to the corridor, put conservation easements on adjacent lots to prohibit structures nearest the corridor.
- Develop strict lighting restrictions for the houses adjacent to the corridor to prevent light pollution into the corridor. Lights must be directed downward and inward toward the home.

Checklist for Evaluating Corridors

- Step 1: Identify the habitat areas the corridor is designed to connect.
- Step 2: Select several target species for the design of the corridor
- Step 3: Evaluate the relevant needs of each target species
- Step 4: For each potential corridor, evaluate how the area will accommodate movement by each target species.
- Step 5: Draw the corridor on a map.
- Step 6: Design a monitoring program.

Source: Center for Biological Diversity,
<http://www.biologicaldiversity.org/publications/papers/wild-corridors.pdf>

¹² Monica Bond, Center for Biological Diversity,
<http://www.biologicaldiversity.org/publications/papers/wild-corridors.pdf>

¹³ Study by Dr. Nick Haddad, North Carolina State University,
<http://www.sdearthtimes.com/et0103/et0103s4.html>



Policies

- 7.17 The preservation and protection of rare, threatened, or endangered species within the planning area, including candidate species and species of special concern, warrants design consideration when developing new land.
- 7.18 Animal corridors along waterways, tree groves, and grasslands shall be developed to ensure safe animal travel.

Actions

- 7.cc Designate animal reserves or habitat areas in public parks and open space, effectively limiting recreation activities to provide undisturbed refuges for animal wildlife.
- 7.dd Coordinate with regional authorities to create interconnected wildlife corridors both within and outside the City limits.
- 7.ee Promote and support Habitat Conservation Plans between landowners and the U.S. Fish and Wildlife Service. Habitat Conservation Plans (HCP) are long-term agreements designed to offset any harmful effects that a proposed activity might have on federally-listed threatened and endangered species. ¹⁴

Land Development and Subdivision Design

Land use and community design policies directly impact total open space, site selection criteria, and landscape requirements. *Chapter 3, Land Use and Character*, begins to address conservation principles in land planning, a decision-making process that influences flora and fauna for a service area extending far beyond the site boundaries.

Open space can be regulated through each land use district, requiring a specific percentage of open space per square foot of development. Buildings, parking areas, sidewalks, driveways, or roadways are excluded from this total. For instance, suburban residential districts would require more open space than suburban commercial districts, but less than estate residential districts. The zoning ordinance can incorporate restrictions that offer sufficient flexibility for profitable development while preserving the natural environment.

Policies

- 7.19 Subdivision regulations and design guidelines shall be used as a tool to promote sustainable land planning and development practices.
- 7.20 Open space and natural areas are a community amenity - of equal importance in the planning stages as transportation accommodations and public utilities.

¹⁴ California Department of Fish and Game, http://www.dfg.ca.gov/habcon/conplan/fed_hcp/



The successful restoration and management of wildlife areas must provide access to food, shelter and migration corridors as well as hibernation, aestivation, breeding, and nesting sites. This wildlife corridor is surrounded by agricultural land uses.

Source: Natural Resource Conservation Service, <http://www.ia.nrcs.usda.gov/news/brochures/reptilesamphibians.html>



Valley Vista Community Park is integrated into the adjoining subdivision, providing open space amenities (athletic fields and recreation facilities), trail system, and on-site detention (designed as a wetland) for the housing development.

Open Space Preservation Techniques

Parkland/Trail Dedication – As authorized by the Quimby Act and AB1600, the City may require the dedication of parkland and/or open space or to pay a fee for the acquisition and development of facilities.

Zoning Incentives – The City may offer a density bonus in exchange for preserving sensitive resources and increased open space.

Zoning for Conservation – Use of overlay zones to protect floodplains, wetlands, watersheds, steep slopes, and other sensitive areas, or designating special zoning categories with environmental restrictions such as larger setback or limits on impervious cover.

Public Access Easements – Allows development of a trail on the landowner's property within the easement.

Conservation Easements – Voluntary restriction placed on a property by the owner. The right to enforce this restriction is granted to a public agency (land trust).

Transfer of Development Rights – Development rights attached to a piece of property are part of a bundle of rights the landowner has regarding the property. The landowner can sell the right to develop the property while maintaining ownership of the land itself.

Conservation Subdivisions – Conservation subdivisions cluster dwelling units together on small lots while leaving a large percentage of the site undeveloped.

7.21 Construction practices will minimize soil erosion with respect to wind, water, and site selection. This will impact site preparation, grading, sediment control, and structural foundations.

Actions

- 7.ff Promote cluster subdivisions that will preserve site specific resources as part of planned developments or in a newly adopted agricultural zoning district.
- 7.gg Amend the zoning and subdivision regulations to allow and encourage conservation, low-impact development types. Corresponding density bonuses may be integrated into the ordinance to make these attractive to conventional large-lot subdivisions. In this way development may reinforce the City's desired rural character while invoking sustainable development practices.
- 7.hh Amend the subdivision regulations as follows:
- 7.ii Establish the allowable and limited uses of open space regarding buildings, structures, and impervious surfaces.
- 7.jj Specify the means of ownership and maintenance of open spaces such as the use of homeowners' associations, conservation easements in favor of the City, or dedication to a public agency or a City-approved private, non-profit organization.
- 7.kk Allow parks and greenways to fulfill open space requirements.
- 7.ll Maintain strict soil erosion guidelines to ensure development is sensitive to site and climate conditions.
- 7.mm Promote landowner education regarding the benefits and potential applicability of conservation easements within subdivisions and for individual properties.
- 7.nn Develop a "land bank" program whereby owners of flood-prone property may deed land to the "bank" for long-term conservation. Non-profit organizations that specialize in land acquisition and establishment of conservation easements can assist with such initiatives.
- 7.oo Avoid developing subdivisions on soils that are designated as prime agricultural land, in order to maximize the best use of the land.
- 7.pp Coordinate with agencies such as the Trust for Public Land¹⁵ and the California State Parks' Land and Water Conservation Fund program to identify and acquire valued open space areas in and around the community.

Vegetation

In the form of plants, shrubs, and trees, vegetation offers both functional and aesthetic benefits to the City of Williams, warranting protection of existing species and promotion of new ones. Community and subdivision entryways

¹⁵ The Trust for Public Land is active in California including a program for the Central Valley that protects working landscapes, watershed lands, and other resources areas.



are enriched with lush, colorful perennials. Street trees along major roadways can reduce traffic speeds and increase pedestrian safety, while bioswales in parking lots can serve as on-site detention basins and increase stormwater runoff filtration. Many of these functional benefits are coupled with visual enhancements, improving the City's quality of life and overall attractiveness to prospective investors and tourists.

Context

Colusa County's habitat is characterized by diverse forests to the west and agricultural lands to the east, as illustrated in **Map 7.5, Colusa County Land Cover**. Although the City of Williams is surrounded by farmland with patches of rangeland, the City has a mixture of mature and newly planted vegetation dispersed across the community. The older residential neighborhoods are characterized by canopy trees and elaborate groundcover, while the newer developments are distinguished by young trees evenly dispersed. This contrast is underscored when comparing neighborhoods on the east and west sides of Interstate 5.

Although the City doesn't have any natural forests, residents are within close proximity to the Mendocino National Forest, which falls within Colusa, Lake, Glenn, Mendocino, Tehama, and Trinity counties. 60,000 of the 913,306 acres are estimated to be old-growth forest, including Douglas-fir, Ponderosa Pine, White Fir, Tanoak, and Pacific madrone species.¹⁶ Other nearby, natural areas with remarkable plant and animal wildlife include:

- Colusa National Wildlife Refuge
- Delevan National Wildlife Refuge
- Sacramento National Wildlife Refuge
- Willow Creek-Lurline Wildlife Management Area
- North Central Valley Wildlife Management Area
- Colusa-Sacramento River State Recreation Area
- Colusa Bypass Wildlife Area
- Sacramento River Wildlife Area

Wetlands are located throughout Colusa County, but there are relatively few within the City of Williams. *Figure 7.2, Wetlands in the City of Williams*, identifies these locations. Wetlands are characterized by aquatic-type vegetation and hydrology present.¹⁷ Due to their unique and significant habitats, they are protected by the Federal government 404 permit program, which requires U.S. Army Corp of Engineers approval before placing fill for development purposes. Although agricultural uses and grazing are allowed,



The Mendocino National Forest, located in the western half of Colusa County, illustrates the diverse landscapes of the region.
 Photo Source: Visit Mendocino
<http://www.visitmendocino.com/business/mendocino-national-forest>

¹⁶ 2010 Colusa County General Plan

¹⁷ 1988 City of Williams General Plan

wetlands merit preservation and when appropriate, recreational enhancement. Their diversity of plant and animal species, hydrologic functions, and recreational potential should be optimized for community enjoyment.

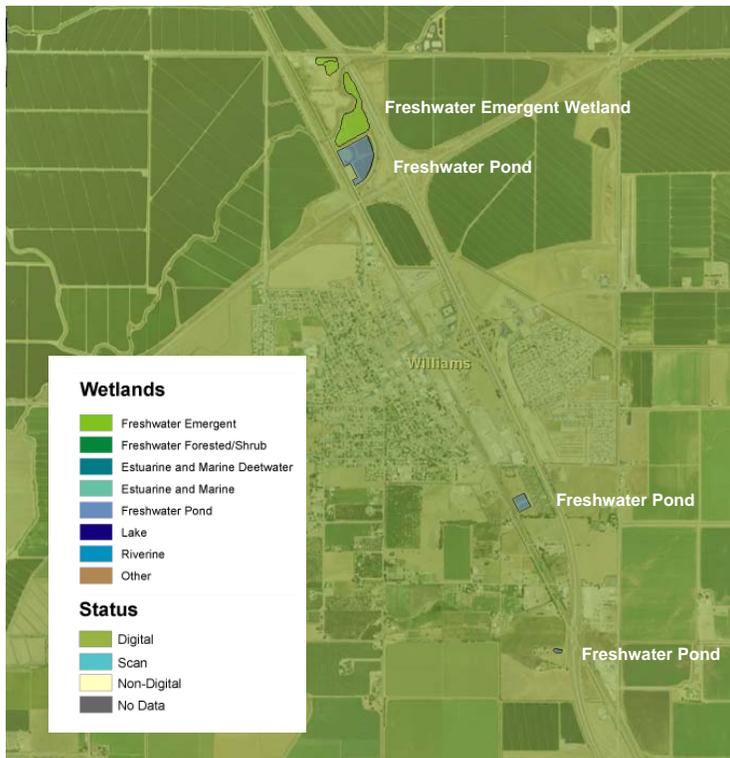


Figure 7.2, Wetlands in the City of Williams
 Source: U.S. Fish and Wildlife Service, National Wetlands Inventory

Selection

When introducing plant life into the landscape, the preferred practice is to select native species, which are best suited to Williams’ climate, soil type, and water requirements. Benefits of using native plants include: saving water; lowering maintenance costs; reducing pesticides; improving wildlife habit; and supporting local ecology. Please see the sidebar on the following page, *Advantages to Planting Native Species*, for additional detail. Native species are superior to invasive species, which threaten the diversity or abundance of native species through: competition for resources, predation, parasitism, interbreeding with native populations, transmitting diseases, or causing physical or chemical changes to the invaded habitat.¹⁸ This can result in clogging of navigable waterways and water delivery systems; weakening flood control structures; damaging crops; and introducing diseases to animals that are raised or harvested commercially.

According to the California Natural Diversity Database (CNDD) and California Native Plant Society (CNPS), the City of Williams does not have

any occurrences of special-status plants (i.e. endangered, threatened, or species of special importance) within the City limits. However, five plants have been identified to have historical occurrences within a five-mile radius of the City limits, as documented in *Appendix B, Special-Status Plant Species Potentially Occurring within the City of Williams Sphere of Influence*. If located in the community, these species require special conservation measures since they are rare and valuable environmental resources.

In the following policies and actions, vegetation is addressed from the perspectives of preserving existing species in the natural environment and introducing new species to the built environment.

Policies

7.22 Preservation and replacement measures will be encouraged for existing vegetation, with special emphasis on mature shade trees.

¹⁸ California Department of Fish and Game, <http://www.dfg.ca.gov/invasives/>



- 7.23 Open spaces and recreational areas are enhanced by the appearance, shade, and design elements of plants, shrubs, and trees.
- 7.24 Preference will be given to native and drought-tolerant plant species to reduce water consumption, minimize invasive species, and preserve the appearance of the natural landscape.
- 7.25 While the zoning regulations mandate landscape requirements for private property, the overall appearance of the City requires upgrades to the private and public domain.
- 7.26 Landscaping in the right-of-way enhances the community appearance, helps to calm traffic, and increases the community's ability to attract tourists and developers.
- 7.27 In the removal and relocation of plants and trees, special consideration will be given to endangered species.
- 7.28 Use of shade trees reduces radiation heating and encourages outdoor recreation.

Actions

- 7.qq Establish a public advisory committee to develop landscape guidelines, standards, and measures for protecting plant and wildlife communities on public and private properties.
- 7.rr Adopt design practices that are compatible with the environment, including an emphasis on native and drought-tolerant species.
- 7.ss Promote site design practices that reduce the extent of impervious cover (building footprints and paved areas) in favor of natural and/or landscaped areas.
- 7.tt Assess public opinion and consider adopting a tree protection ordinance which requires protection and relocation of mature trees (e.g. 6" diameter or greater).
- 7.uu Prohibit the re-location or removal of endangered species unless replacement provisions are in place.
- 7.vv Discourage the introduction of invasive species and prevent the spread of non-native invasive species that have become established.
- 7.ww Prepare a near-term capital improvement plan and program for right-of-way and publicly owned property that would immediately benefit from landscape improvements, with emphasis on community gateways and arterial roads.
- 7.xx Require new commercial, industrial, and multi-family developments to submit landscaping plans that coincide with zoning requirements, as part of the development review process.
- 7.yy Plant trees in parking lots, parks and recreation areas, and pedestrian corridors to promote outdoor activity, reduce radiation heating, and encourage the reduction of greenhouse gases.

Advantages to Planting Native Species

Save Water

Take advantage of water conserving plants in your landscape. Once established, many California native plants need minimal irrigation beyond normal rainfall.

Lower Maintenance

In a garden environment, native plants do best with some attention and care, but require less water, fertilizer, pruning, less or no pesticide, and less of your time to maintain than do many common garden plants.

Reduce Pesticides

Native plants have developed their own defenses against many pests and diseases. Since most pesticides kill indiscriminately, beneficial insects become secondary targets in the fight against pests. Reducing or eliminating pesticide use lets natural pest control take over and keeps garden toxins out of our creeks and watersheds.

Invite Wildlife

Native plants, hummingbirds, butterflies, and other beneficial insects are "made for each other." Research shows that native wildlife clearly prefers native plants. California's wealth of insect pollinators can improve fruit set in your garden, while a variety of native insects and birds will help keep your landscape free of mosquitoes and plant-eating bugs.

Support Local Ecology

While creating native landscapes can never replace natural habitats lost to development, planting gardens, parks, and roadsides with California native plants can help provide an important bridge to nearby remaining wild areas.

Source: California Native Plant Society,
http://www.cnps.org/cnps/grownative/why_native.php



7.zz Consider provisions in the subdivision regulations may require riparian buffers around all naturally occurring water bodies and wetlands. The standards shall restrict septic systems within the buffer area and include requirements for planting indigenous plants and trees to enhance the buffer’s absorption and filtering potential.

7.aaa Include the use of bio-swales and permanent water features for drainage management to reduce the volume and rate of stormwater runoff from new developments.

7.bbb Support green roofs on new developments as a method of stormwater mitigation, as well as reduction of the urban “heat island” effect. For new construction, the use of green roofs shall result in a reduction in the extent of stormwater facilities that need to be constructed to meet standards.

7.ccc The City will identify areas that may accommodate floodwater for the purposes of groundwater recharge and stormwater management.



The height and canopy of mature trees enriches older neighborhoods, offering shade, vertical scale, and a rich color palette.



Tree preservation should be prioritized over tree replacement since new trees take a long time to establish themselves.



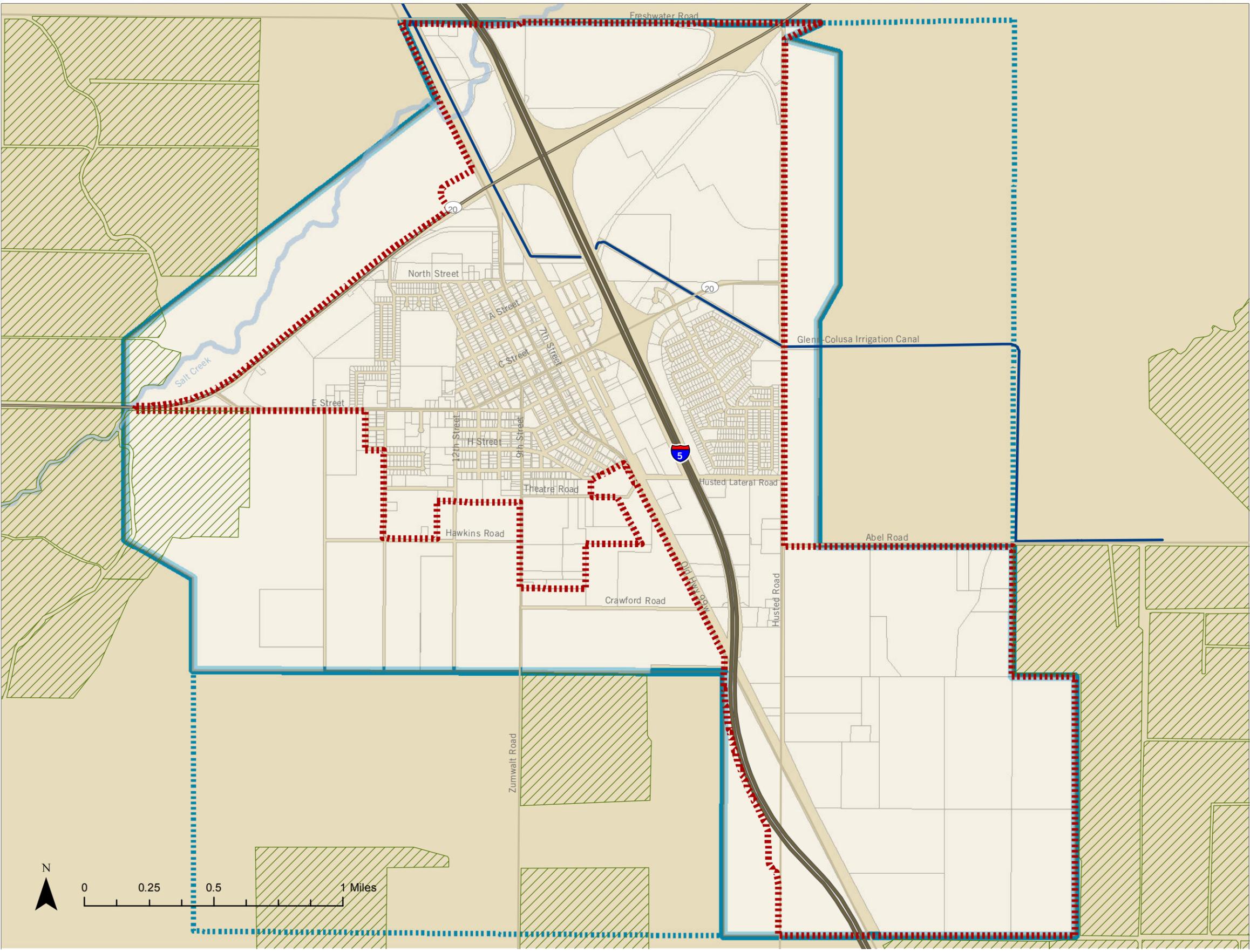


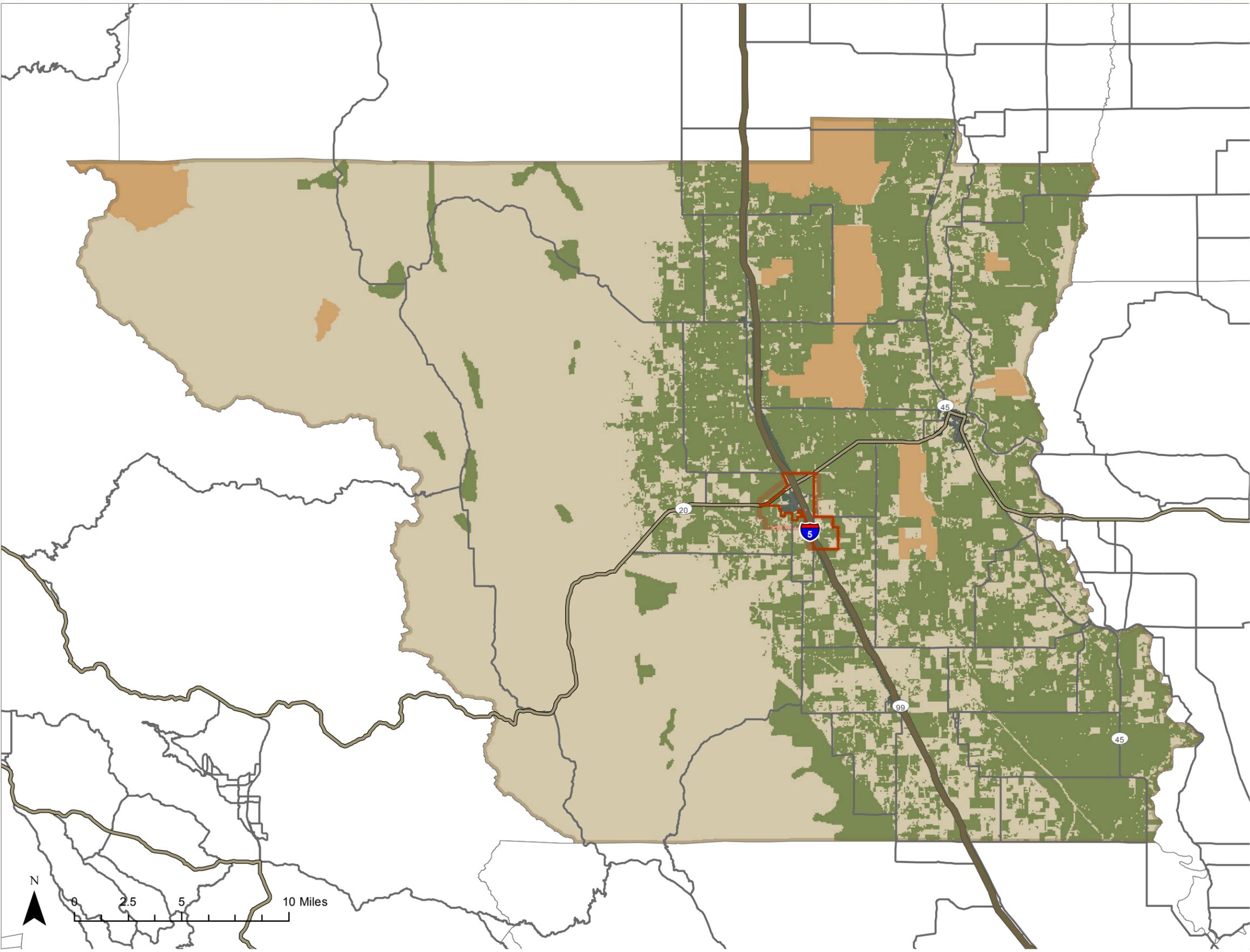
Figure 7.1

Williamson Act

Legend

-  City Limits
-  SOI Existing
-  SOI Proposed
-  Williamson Act
-  Glenn-Colusa Irrigation Canal
-  Salt Creek

May 2012

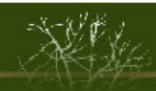


Map 7.1

Management Landscape

Legend

-  City Limits
-  Colusa County
-  Sphere of Influence
-  Urban
-  Agriculture
-  Reserve
-  Rangeland/Forestland

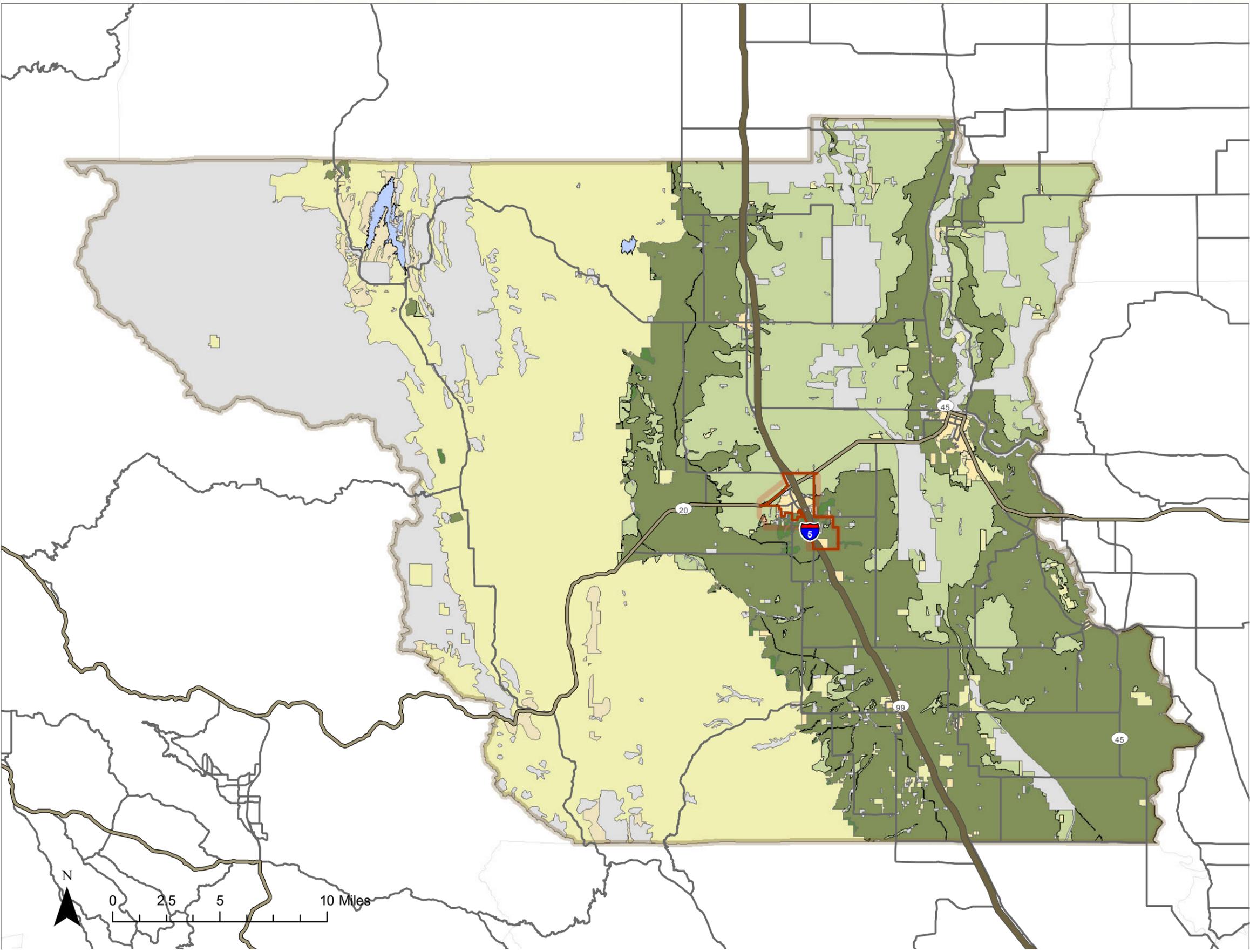


Map 7.2

Important Farmlands

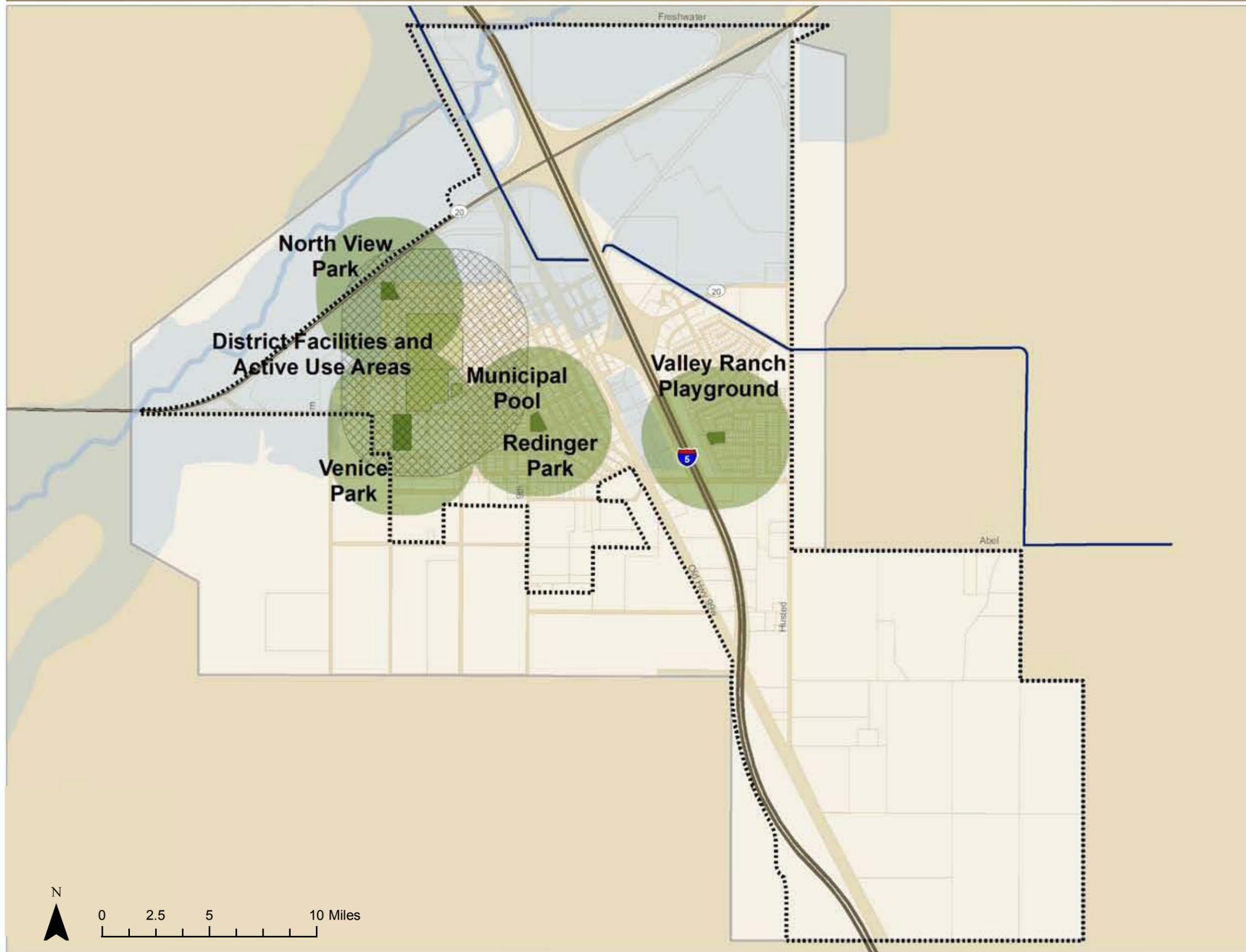
Legend

-  City Limits
-  Colusa County
-  Sphere of Influence
- Important Farmlands**
-  Urban and Built-Up Land
-  Grazing Land
-  Farmland of Local Importance
-  Prime Farmland
-  Farmland of Statewide Importance
-  Unique Farmland
-  Water
-  Other Land



Map 7.3

Neighborhood Park Service Area



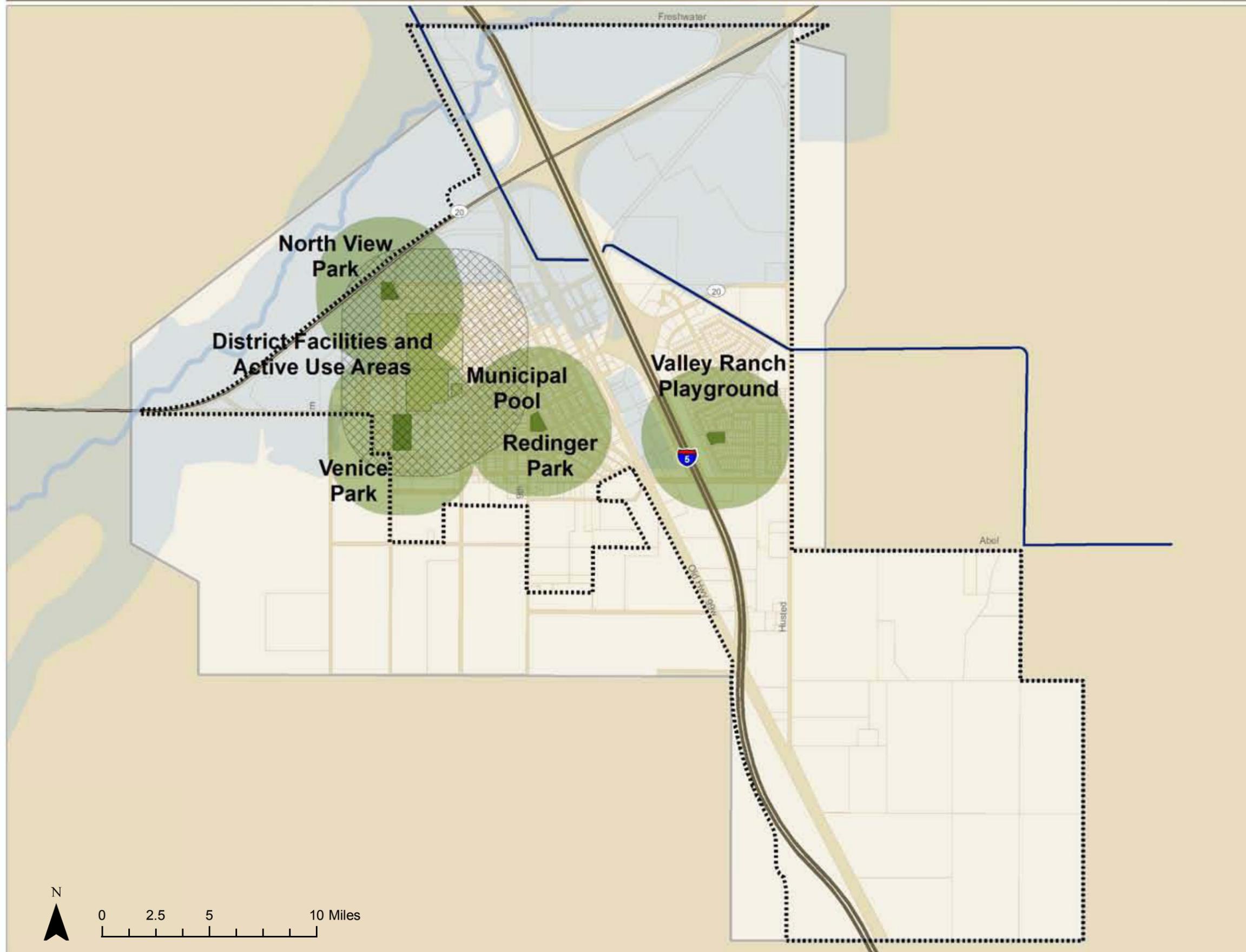
Legend

-  School Facilities (1/4 mile)
-  Neighborhood Parks (1/4 mile)
-  School Facilities
-  Parks
-  Glenn-Colusa Irrigation Canal
-  Salt Creek
-  Floodplain
-  Sphere of Influence
-  City Limits



Map 7.4

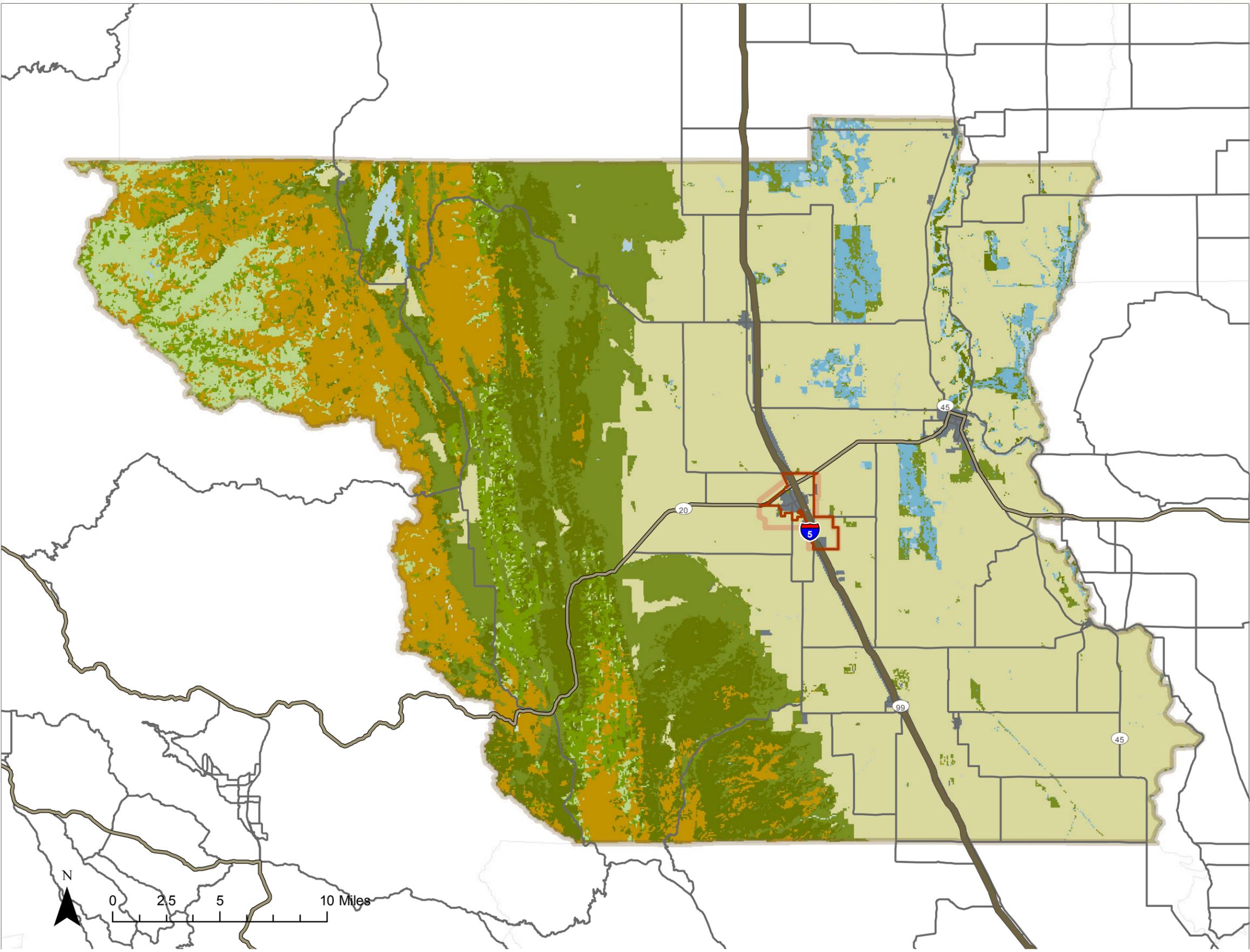
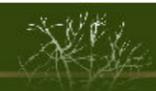
Community Park Service Area



Legend

-  School Facilities (1/4 mile)
-  Neighborhood Parks (1/4 mile)
-  School Facilities
-  Parks
-  Glenn-Colusa Irrigation Canal
-  Salt Creek
-  Floodplain
-  Sphere of Influence
-  City Limits





Map 7.5

Colusa County Land Cover

Legend

- City Limits
- Colusa County
- Sphere of Influence

Land Cover

- Agriculture
- Barren/Other
- Conifer Forest
- Hardwood Forest
- Hardwood Woodland
- Herbaceous
- Shrub
- Urban
- Water
- Wetland



Circulation

Chapter 8

The Circulation Element addresses the movement of people, goods, and services within and around the City of Williams. This Element contains goals, policies and programs that establish the City’s circulation system to accommodate pedestrians, bicycles, motor vehicles, public transit, and other means of travel.

Since the Circulation Element was first required by State law in 1955, transportation technology and needs in California have changed greatly, with the emphasis today on the development of a balanced, multi-modal transportation system. More recently, Assembly Bill 1358, The California Complete Streets Act, adopted in 2010, contains a number of requirements to include in the Circulation Element to create a coordinated circulation network incorporating multi-modal circulation programs. The policies and plan proposals of the Circulation Element should:

1. Create complete streets that serve everyone, including pedestrians, bicyclists, transit riders, and drivers; that they take into account the needs of people with disabilities, older people, and children.
2. Coordinate the transportation and circulation system with planned land uses;
3. Promote the efficient and accessible transport of goods and the safe and effective movement of all segments of the population;
4. Make efficient use of existing transportation facilities; and
5. Protect environmental quality and promote the wise and equitable use of economics and natural resources.

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Relationship to Other General Plan Elements

This is one of several other General Plan elements that have been updated as part of the City of Williams 2010 Comprehensive General Plan Update Program. An effective Circulation Element accurately coordinates estimated increases in the intensities of land uses (found in the Chapter 3, Land Use and Character Element) with improvements in the circulation system to provide sufficient capacity for the resulting increases in travel demand. In coordination with this Circulation Element, the Land Use and Character Element has helped and continues to improve on the City's development patterns within the City's Sphere of Influence (SOI) to improve circulation efficiencies. For example, mixed use development has been emphasized in the Land Use and Character Element, particularly in the downtown area. This allows frequently visited destinations to be accessible by multiple transportation modes.

The Circulation Element has been designed to be consistent with and directly related to other elements of the General Plan. In particular, the Future Land Use Plan, presented in Chapter 3, Land Use and Character, proposes substantial residential and commercial growth and development east of Interstate 5. If this development occurs, Williams will more than double in size and population, with corresponding increases in trip generation and vehicular traffic on streets throughout the City. This Chapter describes the improvements that will be needed to accommodate this growth.

Since traffic levels on the circulation system are one of the major generators of noise, the Circulation Element is also related to the Noise Element of the General Plan. Traffic safety is an important concern of the Circulation Element; similarly with the policies in the Public Safety Element. Factors of safety and seismic safety affect the location and design of circulation infrastructure, both in terms of structural safety and the need for evacuation and emergency routes.

There are also a number of policies and actions in the Land Use and Character Element that relate to the Circulation Element. For example,

- Action 3.g of the Land Use and Character Element regarding the development of a downtown master plan includes provisions for the use of on- and off-street parking in common for certain uses.
- Action 3.l provides for streetscape enhancements in the downtown. An entire section of the Land Use Element and Character Element is devoted to community entryways and corridors.
- Action 3.w of this Chapter encourages the development of a corridor master plan on 7th Street (Old Highway 99).
- In the same vein, Action 8.m-2 of this Circulation Element emphasizes the need for the City to collaborate with other agencies in developing a master design plan for 7th Street. Components in this design would include more detailed plans for amenities, such as separated sidewalks,

street trees and other landscaping, street furniture, and other features as appropriate.

The Draft Citywide Circulation Study, prepared in 2007 based by Omni-Means, in October, 2007, was used as a basic improvement needs to accommodate anticipated growth in Williams. This study was further updated to coincide with the Draft Land Use and Character Element update by the Technical Memorandum prepared by Omni Means on March 1, 2012. These studies includes a complete description and analysis of the City's circulation system and incorporates an evaluation of existing transportation facilities, a buildout development summary, a transportation capital improvement program and a circulation element with a number of proposed policies and programs for possible implementation by the City. These studies are incorporated into this document by reference (refer to Appendices B and C). Appendix B serves and the list of recommended improvements. Based on further evaluation of the revised land use scenario for 2010 General Plan Update, a number of improvements shown in the 2007 Study were shown as no longer necessary in the 2011 Technical Memorandum

Multi-Modal Strategy

This Circulation Element includes all the State required topics that must be included in a Circulation Element in addition to identification of issues of concerns and potential solutions to address them to include the primary circulation system, the secondary circulation system, and goals, policies, and programs. Williams circulation system in this General Plan is designed to accommodate multiple methods of travel including automobile, pedestrian, bicycle, and public transit. Such a strategy is often called "multi-modal."

The City's transportation planning will therefore encourage pedestrian and bicycle use. Consequently, the City will not design roads simply to accommodate vehicular traffic during peak demand periods. The City will design its circulation infrastructure to facilitate a more sustainable proportion of vehicular and non-vehicular trip. The City will emphasize pedestrian and bicycle safety over vehicular traffic flow and speed in the downtown area, residential neighborhoods where higher pedestrian activity is expected.

Circulation Element Organization

A Circulation Master Plan was developed to guide the future expansion of the City's circulation system and to define the functional classification of the system to meet the travel needs of the community. Shown on Map 8.1 is the City's Circulation Master Plan.

Roadways

Functional classification designates all streets and highways within the City Limits and Sphere of Influence (SOI). These categories include Freeway, Highway, Arterial (Major and Minor), Major Collector, Collector, and Local streets. Each classification has specific standards and criteria through which design and routes are developed. These criteria include:

1. Existing and potential development and land use intensities as provided under the General Plan Land Use Map;
2. Expected peak traffic loads;
3. Potential physical improvements such as road widening; and
4. Special designations such as scenic routes.

The following classification system is consistent with national standards, and provides a framework for the planning of a city-wide/area-wide transportation system. The Freeways and Expressways fall under the jurisdiction of Caltrans and hence their construction standards are dictated by the policies and standards of Caltrans. Additional definitions for the City's Street Classification System are summarized below:

Freeways – Characterized by high speeds and limited controlled access, freeways primarily serve regional and long distance travel. I-5, the only freeway through the City of Williams (controlled and maintained by Caltrans), is a four-lane freeway that extends from Mexico to the Oregon border, providing regional access to the City of Williams from Redding, Sacramento, and the San Francisco Bay Area. This roadway has an average daily trip (ADT) rate of approximately 60,000 vehicles. Within the City's Sphere of Influence, I-5 has interchanges at Husted Road, E Street and SR 20.

Expressways and/or Major Arterials – Have four lanes with restricted driveway access, but with a mix of grade-separated interchanges and at-grade intersections. SR 20, the only expressway in Williams (controlled and maintained by Caltrans), is a state highway facility that traverses in the east-west direction through central and northern California connecting Interstate Highway 5 with Interstate Highway 80. Regionally, SR 20 serves as an interregional auto and truck travel route that connects the Central Valley with the cities of Williams, Marysville, Grass Valley, and Nevada City. Within the City's SOI, SR 20 is predominantly a two-lane arterial.

Minor Arterials – Have four lanes and medium carrying capacity that are principally for travel between larger land uses within the community. Husted Road and E Street between Husted Road and 6th Street, designated the City's the minor arterials, are currently two-lane roadways that extends east and west from I-5, connecting with SR 20 and Old Highway 99 to the west and Husted Rd. to the east. The posted speed limit on E Street varies from 25 mph to 35 mph. E Street forms all way stop controlled intersections with 7th Street and 5th Street. The roadway has half-street improvements as it crosses I-5, without any bicycle lanes.

Major Collectors (Industrial Streets) – Have two lanes that may be upgraded to an arterial in the future and usually limit on-street parking to maintain smooth flow. Old Highway 99 (7th Street), the only designated Major Collector in Williams is a two-lane north south arterial that traverses parallel to I-5, and connects to it via the Husted Road interchange ramps. Old

Highway 99 West traverses through a mixed use commercial and residential areas. This roadway is designated as 7th Street between B Street and Theatre Road.

Collector Streets – Have two lanes for carrying relatively low capacity at slower speeds and are used to connect neighborhoods as well as arterials. A collector street serves abutting property and carries traffic to and from the higher street classifications. There are 18 roadway sections within the City’s SOI that are designated Collectors (see Table 8.1).

Local Streets – Have two lanes that provide access for smaller residential subdivisions which are characteristic of low speed, low capacity roads that provide direct access to adjacent land uses and are typically meant only for local, as opposed to through traffic. These consist of all other City Streets not designated freeways, expressways, arterials or collector roads.

Roads not listed in the table are designated as Local Streets.

Table 8.1 Functional Classification System for Williams Roadways

Functional Classification/ Roadway	From	To
Freeway		
I-5	Northern City Limits	Southern City Limits
Expressway		
SR 20	Western City Limits	Eastern City Limits
Minor Arterial		
Husted Road	SR 20	Southern City Limits
E Street	6th Street	Husted Road
Major Collector		
E Street	SR 20	12th Street
Old Highway 99	Northern City Limits	Husted Road (Old Highway 99 W Extension West Of I-5)
Walnut Drive	Western City Limits	Husted Road
Collector		
Husted Road	SR 20	Southern City Limits
Freshwater Road	Western City Limits	Husted Road
E Street	6th Street	Husted Road
Hankins Road	Western City Limits	9th Street
Hill Road	Hankins Road	Walnut Drive
Davis Road	E Street	Walnut Drive
Freshwater Lateral Road	Freshwater Road	SR 20
Margurite Drive	E Street	SR 20
Ella Street	Margurite Drive (new)	Husted Road
Virginia Way	SR 20	E Street

Functional Classification/ Roadway	From	To
Venice Boulevard	E Street	Hankins Road
George Road	Hankins Road	New Street (Connecting Hankins Road to 9th Street)
12th Street	E Street	New Street (Connecting Hankins Road to 9th Street)
9th Street	Theatre Road	Southern City Limits
Theatre Road	9th Street	Old Highway 99 W
Crawford Road	9th Street	Old Highway 99 W
Abel Road	Husted Road	Eastern City Limits
Old Highway 99W	Crawford Road	Southern City Limits

Maintaining Livability through Appropriate Design of Local Streets

Local streets are intended to provide direct access to/from adjacent property. Local streets serving residential areas should ideally carry small volumes of traffic so that neighborhood residents’ “livability” thresholds are not exceeded. The City may also consider implementing physical traffic calming measures and/or enforcing ordinance measures to restrict through truck traffic on local streets serving residential areas. Local streets should exhibit sound design qualities and should provide easy access to all emergency vehicles. City standards for the design of local streets should be strictly adhered to.

LEVEL OF SERVICE THRESHOLD

The Citywide Traffic Circulation Study quantifies current and projected future traffic operations through the determination of level of service (LOS). Level of service is a qualitative measure of traffic operating conditions, whereby, a letter grade “A” through “F” is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. For the analysis of transportation facilities, LOS D has been taken as the City’s threshold for acceptable/tolerable operations for all study roadway facilities except in downtown area. LOS E has been taken as the threshold for acceptable/tolerable operations in downtown (see Policy 8.p). Actual methodology and criteria for determining the Level of Service Threshold will be made through the development of Traffic Impact Study Guidelines (see Action 8.p-1)

The City-wide transportation study concluded that all City roadway sections and intersections currently operate at acceptable levels (see Tables 8.4 and 8.5). As shown on Table 8.6, most roadways in the City can remain without



Most local streets in Williams have pavement widths of 40 feet or more. Future streets should be developed at the substantially narrower width of 28 feet.

significant upgrade. However, the following roadway segments are shown for widening needs as follows:

- Husted Road from Freshwater Road to E Street.
- Husted Road from E Street to Abel Road.
- Husted Road from Abel Road to I-5 SB Ramps.
- E Street from Husted Road to I-5 SB Ramps.

IMPROVEMENTS NEEDED TO ACCOMMODATE FULL BUILDOUT

As listed in Table 8.6 and shown on Map 8.2, 17 intersections are expected to exceed the City’s acceptable Level of Service, LOS D at the City’s full plan buildout. These intersections will eventually need to be signalized to accommodate the City’s land use distribution and growth. Table 8.7 presents mitigated General Plan buildout with improvements planned in Appendix A of this Circulation Element. A more specific list of City-wide circulation system improvements are presented in Appendix A of this document. It is noted that planned improvements in this Element will mitigate future growth to a higher level LOS than the City’s acceptable LOS.

Table 8.2 Level of Service (LOS) Criteria for Roadways

LOS	Signalized Intersections	Unsignalized Intersection
A	Uncongested operations, all queues clear in a signal cycle	Little or no delay
B	Uncongested operations, all queues clear in a signal cycle	Short traffic delays
C	Light congestion, occasional backups on critical approaches	Average traffic delays
D	Significant congestion of critical approaches but intersection functional Cars are required to wait through more than one cycle during short peaks. No long queues formed.	Long traffic delays
E	Severe congestion with some long-standing queues at critical approaches. Blockage of intersection may occur if traffic signal does not provide for protracted turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	Very long traffic delays
F	Total breakdown, stop and go operation	Interaction blocked by external cause.

8.3 Level of Service Criteria for Intersections

LOS	Type of Flow	Delay	Maneuverability	Signalized Delay	Unsignalized	All-Way Stop
A	Stable	Very slight delay. Progression is very favorable with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤10.0	≤10.0	≤10.0
B	Stable	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≥ 20.0	>10 and ≥ 15.0	>10 and ≥ 15.0
C	Stable	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≥ 35.0	>20 and ≥ 25.0	>20 and ≥ 25.0
D	Approaching Unstable	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are frequent occurrences.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≥ 55.0	>35 and ≥ 35.0	>35 and ≥ 35.0
E	Unstable	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≥ 80.0	>55 and ≥ 50.0	>55 and ≥ 50.0
F	Forced	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up condition.	>80.0	>50.0	>50.0



contributing factors.

References: 1. Highway Capacity Manual, Special Report No. 209, Transportation Research Board, Third Edition, Updated December, 2000.



Table 8.4 Existing Conditions Roadways Level of Service

#	Roadway Segment	Capacity Configuration	Acceptable LOS	Average Daily Traffic (ADT)	Estimated LOS
1	Freshwater Road from Freshwater Lateral to Husted Road	Two-Lane Collector	D	700	A
2	Husted Road from Freshwater Road to E Street	Two-Lane Collector	D	3,450	C
3	Husted Road from E Street to Abel Road	Two-Lane Collector	D	1,850	C
4	Husted Road from Abel Road to I-5 SB Ramps	Two-Lane Collector	D	1,400	C
5	E Street from Husted Road to I-5 SB Ramps	Two-Lane Divided Arterial	D	4,700	C
6	E Street from I-5 SB Ramps to 5th Street	Four-Lane Divided arterial	D	8,450	B
7	E Street from 6th Street to 9th Street South (Downtown)	Four-Lane Divided arterial	D	7,050	A
8	E Street from 9th Street South to SR 20	Two-Lane Collector	D	3,200	A
9	SR 20 from E Street to I-5 NB Ramps	Two-Lane Undivided Arterial	D	5,300	A
10	SR 20 from I-5 NB Ramps to Husted Street	Two-Lane Undivided Arterial	D	4,000	A
11	Old Highway 99W from SR 20 to E Street	Two-Lane Collector	D	2,750	A
12	Old Highway 99W from E Street to Theatre Road	Two-Lane Collector	D	2,850	A
13	Old Highway 99W from Theatre Road to Husted Road	Two-Lane Collector	D	2,800	A
14	9th Street from Theatre Road to E Street	Two-Lane Collector	D	1,400	A
15	12th Street from Hankins to E Street	Two-Lane Collector	D	680	A

**Table
8.5
Existing
Conditions
Intersections
Level of
Service**

#	Intersection	Control Type ¹	Acceptable LOS	A.M Peak Hour			P.M Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.08	A	No	0.16	A	No
2	SR 20/Old Highway 99W	TWSC	D	0.13	A	No	0.19	A	No
3	SR 20/I-5 SB Ramps	TWSC	D	0.11	A	No	0.21	A	No
4	SR 20/I-5 NB Ramps	TWSC	D	0.14	A	No	0.33	A	No
5	SR 20/Husted Rd./Freshwater Rd.	TWSC	D	0.21	A	No	0.28	A	No
6	Street/9th Street North	TWSC	D	0.15	A	No	0.18	A	No
7	Street/9th Street South	TWSC	D	0.20	A	No	0.17	A	No
8	E Street/7th Street	AWSC	D	0.53	A	No	0.49	A	No
9	E Street/5th Street	AWSC	D	0.55	A	No	0.69	B	No
10	E Street/I-5 SB Ramps	TWSC	D	0.26	A	No	0.34	A	No
11	E Street/I-5 NB Ramps	TWSC	D	0.49	A	No	0.33	A	No
12	E Street/Vann Street	TWSC	D	0.35	A	No	0.34	A	No
13	E Street/Husted Road	TWSC	D	0.23	A	No	0.16	A	No
14	Husted Road/Husted Road Lateral	TWSC	D	0.06	A	No	0.10	A	No
15	Husted Road/Abel Road	TWSC	D	0.06	A	No	0.05	A	No
16	Husted Road/Crawford Road	TWSC	D	0.06	A	No	0.01	A	No

17	Husted Road/Old Highway 99W	TWSC	D	0.10	A	No	0.16	A	No
18	Husted Road/I-5 NB Ramps	TWSC	D	0.05	A	No	0.05	A	No
19	Husted Road/I-5 SB Ramps	TWSC	D	0.02	A	No	0.07	A	No

- 1. TWSC Two Way Stop Control; AWSC =All Way Stop Control
- 2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection
- 3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

#	Intersection	Control Type ¹	Acceptable LOS	A.M. Peak Hour				V/C ²
				V/C ²	LOS	Warrant Met? ³	Significant Impact?	
1	SR20/E Street	TWSC	D	0.21	A	No	No	0.68

Table 8.6 Buildout Year-2030 Conditions Intersections Level of Service



2	SR 20/Old Highway 99W	TWSC	D	1.52	F	Yes	Yes	OVR
3	SR 20/I-5 SB Ramps	TWSC	D	OVR	F	Yes	Yes	OVR
4	SR 20/I-5 NB Ramps	TWSC	D	OVR	F	Yes	Yes	OVR
5	SR 20/Husted Rd./Freshwater R	TWSC	D	OVR	F	Yes	Yes	OVR
6	E Street/9 th Street North	TWSC	D	0.23	A	No	No	0.38
7	E Street/9 th Street South	TWSC	D	0.35	A	No	No	0.36
8	E Street/7 th Street	AWSC	D	1.43	F	Yes	Yes	1.87
9	E Street/5 th Street	AWSC	D	1.39	F	Yes	Yes	1.71
10	E Street/ I-5 SB Ramps	TWSC	D	OVR	F	Yes	Yes	OVR
11	E Street/ I-5 NB Ra	TWSC	D	OVR	F	Yes	Yes	OVR
12	E Street/Vann Street	TWSC	D	OVR	F	Yes	Yes	OVR
13	E Street/Husted Road	TWSC	D	OVR	F	Yes	Yes	OVR
14	Husted Road/Husted Rd Laterc	TWSC	D	1.95	F	Yes	Yes	OVR
15	Husted Road/Abel Road	TWSC	D	0.90	D	No	No	OVR
16	Husted Road/Crawford Road	TWSC	D	0.60	A	No	No	OVR
17	Husted Road/Old Highway 99\	TWSC	D	OVR	F	Yes	Yes	OVR
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	No	No	0.73
19	Husted Road/I-5 SB Ramps	TWSC	D	0.34	A	No	No	OVR
20	E Street/Margurite Drive	TWSC	D	1.94	F	Yes	Yes	1.14
21	SR 20/Margurite Drive (new)	TWSC	D	0.43	A	No	No	1.74

¹. TWSC Two Way Stop Control; AWSC =All Way Stop Control

². V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersect

³. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacc



Table 8.7 Mitigated General Plan Buildout Conditions: Intersection Level of Service

#	Intersection	Control Type ¹	Acceptable LOS	A.M. Peak Hour			P.M. Peak Hour		
				V/C ²	LOS	Warrant Met? ³	V/C ²	LOS	Warrant Met? ³
1	SR 20/E. Street	TWSC	D	0.21	A	-	0.68	B	-
2	SR 20/Old Highway 99W	Signal	D	0.60	A	-	0.74	C	-
3	SR 20/I-5 SB Ramps	Signal*	D	22.2	C	-	16.4	C	-
4	SR 20/I-5 NB Ramps	Signal*	D	12.4	B	-	16.1	C	-
5	SR 20/Husted Rd./Freshwater Rd.	Signal	D	0.71	C	-	0.79	C	-
6	E Street/9th Street North	TWSC	D	0.23	A	-	0.38	A	-
7	E Street/9th Street South	Signal	D	0.35	A	-	0.36	A	-
8	E Street/7th Street	Signal	D	0.78	C	-	0.68	B	-
9	E Street/5th Street	Signal	D	0.53	A	-	0.51	A	-
10	E Street/I-5 SB Ramps	Signal	D	0.77	C	-	0.80	C	-
11	E Street/I-5 NB Ramps	Signal	D	0.69	B	-	0.70	B	-
12	E Street/Vann Street	Signal	D	0.68	B	-	0.76	C	-
13	E Street/Husted Road	Signal	D	0.52	A	-	0.69	B	-
14	Husted Road/Husted Rd Lateral	Signal	D	0.57	A	-	0.67	B	-
15	Husted Road/Abel Road	Signal	D	0.50	A	-	0.58	A	-
16	Husted Road/Crawford Road	Signal	D	0.52	A	-	0.50	A	-
17	Husted Road/Old Highway 99W	Signal	D	0.49	A	-	0.80	C	-
18	Husted Road/I-5 NB Ramps	TWSC	D	0.77	C	-	0.74	C	-
19	Husted Road/I-5 SB Ramps	Signal	D	0.40	A	-	0.76	C	-
20	E Street/Margurite Drive	Signal	D	0.46	A	-	0.48	A	-
21	SR 20/Margurite Drive (new)	Signal	D	0.39	A	-	0.53	A	-

1. TWSC Two Way Stop Control; AWSC = All Way Stop Control

2. V/C = Volume to Capacity Ratio; V/C for TWSC = Ratio of "Worst Case Movement" at Intersection

3. Warrant = Based on California MUTCD Warrant 3, performed only when operating at unacceptable LOS

* Optional Roundabout instead of Signal

Truck Access and Routes

Trucks play an important role in the movement of goods and the delivery of services. The California Vehicle Code, Section 35701 grants local agencies the authority (by ordinance) to establish Truck Routes. Many communities have established truck routes as a means of reducing conflicts between incompatible uses. By prohibiting or restricting trucks from some residential streets, the noise, safety, and structural pavement deterioration problems caused by



trucks can be eliminated or minimized. At the same time, it is essential to ensure adequate truck access to all commercial and industrial locations.

The federal Surface Transportation Assistance Act of 1982 (STAA) has designated certain truck routes through the State of California. I-5 and SR 20 are designated as National Network and Terminal Access, respectively and described in more detail as follows:

- **I-5 - National Network (Federal):** The National Network (NN) are federal highways primarily comprised of the National System of Interstate and Defense Highways. The NN routes are not signed for STAA trucks access. NN routes.
- **SR 20 - Terminal Access (State, Local):** Terminal Access (TA) routes are portions of State routes or local roads that can accommodate STAA trucks (defined as truck tractor-semitrailer (or double) that conforms to the requirements of the STAA. The State Highway TA routes.

Regulations establishing truck routes must not be so strict that they prohibit efficient movement of trucks within and through the City. On the other hand, as the City and neighboring communities continue to grow, the need for regulations prohibiting trucks from interfering with residential livability will also continue to grow. Designated truck routes within and through the City include Old Highway 99W, 6th Street, 5th Street, 4th Street, Vann Street north of E Street and Husted Road are the north-south truck routes. B Street, C Street and D street east of 7th Street/Old Highway 99W, SR 20 and E Street are other major east-west truck routes within the City. Map 8.3 shows the designated truck routes within the City of Williams.

Transit/Bus Service

The Colusa County Transit provides a Dial-A-Ride system with fixed timed routes to Williams, as well as the communities of Colusa, Arbuckle, Maxwell, Grimes, Princeton, Sites and Stonyford. The agency also provides out-of-county medical transportation on an on-call basis to Chico, Davis, Lincoln, Marysville, Oroville, Roseville, Sacramento, Willows, Woodland and Yuba City. In addition, they provide curb-to-curb service to the general population and door-to-door service for disabled passengers.

The Colusa County Transit Agency (CCTA) provides a General Public Paratransit service to the County of Colusa. It currently (2011) operates a fleet of six ADA compliant vehicles, with seating capacity of 19 passenger and two wheelchair positions with 14 fixed routes, a Dial-a-Ride service Monday through Friday weekdays (7:00 am to 5:00 pm), and a commuter service to Colusa on Friday. CCTA operates a modern transit office and facility at 715 D Street in Colusa that is well equipped with maintenance, communication, and storage. It has 11 buses, two medical vehicles and staff support vehicles to accommodate additional growth and demand in Colusa County. CCTA meetings are held each month and are open to the public. CCTA also has an "Unmet Needs" advisory meeting, which is held in December of each year to

provide input for possible changes that are reasonable to meet. This group is made up of service providers and passengers that represent different groups in the community.

CCTA is funded by Local Transportation Funds (LTF), Transportation Development Act (TDA), State Transit Assistance (STA), Federal Stimulus money and other sources. The recently developed Yuba College Satellite Campus and the Williams Migrant Camp are heavy users of CCTA.

According to Barbara Salazar, General Manager of CCTA (phone conversation on January 20, 2011), ridership in Colusa County has dropped in recent years from about 280 passengers per day to about 120. However, she did indicate that as the economy has started to improve in 2011, ridership is increasing. She noted a need for after-hours transit service, such as a taxi service. As the City of Williams grows, increased transit service for employment, shopping, recreation, and medical appointments will continue to increase.

Bicycle and Pedestrian Circulation

Williams' neighborhoods and business districts will be served by a system of on and off-street pedestrian and bicycle routes. The bicycle and pedestrian path system is intended to connect all areas of the community to all major destinations.

Sidewalks, bicycle/pedestrian paths, and /or bicycle lanes will be required along public right-of-way, as directed by the City (refer to Figure 8.1, Roadway Cross Sections by Functional Classification). Paths will be used in areas where there are opportunities in the same corridor to circulate pedestrians and cyclists. There has also been a resurgence of the bicycle as a vital mode of transportation as a result of automobile-oriented transportation difficulties, economics, recreation, leisure time availability, physical fitness needs and concern for the environment. This interest is reflected in increasing public pressure for pathways and routes where bicycles can be ridden in relative safety.

Senate Bill 277 (Statutes of 1975) established the California Bikeways Act. The Act included provisions requiring the State Department of Transportation to establish "recommended minimum general design criteria for the development, planning, and construction of bikeways..." Also, Assembly Bill 1358 (Statutes of 2008), the California Complete Streets Act, requires the City to incorporate new provisions for multi-modal transportation, such as bicycle and pedestrian facilities into the Circulation Element. Providing a safe and convenient system for bicycle and pedestrian circulation is an important concern of the Circulation Element.

PEDESTRIAN ORIENTATION

Sidewalks provide a relatively safe area for pedestrian movement because they are separated from most other forms of transportation. Consistent with recent legislation under the American Disabilities Act (ADA), all existing and planned pedestrian improvements should allow access to all people and

comply with the design guidelines as set forth within the Act. The first priority access for sidewalk improvements should be near schools and school bus stops. Sidewalk improvements should be constructed in these areas first if capital improvement projects are undertaken by the City or if assessment districts are formed. Assessment districts and capital improvement projects for other purposes, such as street widening, may include the installation of curbs, gutters, and sidewalks.

The second priority areas for sidewalk improvements shall be in commercial districts. A considerable network of sidewalks exists in commercial areas of the City. To further encourage and enhance pedestrian circulation, conditional approval of any development proposal by the Planning Commission and City Council needs to include a requirement that the applicant install curbs, gutters and sidewalks where they do not currently exist. To provide easier access for wheelchairs, City standards, consistent with ADA requirements, call for ramps at all street corners.

BICYCLE TRAVEL

Unlike pedestrian travel, bicycle travel is linked directly to roadways, often with limited or no separation from vehicular travel. Safety is, therefore, one of the most important aspects to consider when planning bicycle facilities. Most bikeway-related accidents occur because of unsafe or illegal practices by bicyclists, which are usually compounded by poor road conditions, and motorists who are not aware of bicyclists. The leading violations of bicyclists are 1) riding on the wrong side of the road, 2) failure to yield when entering the roadway, 3) failure to obey traffic signs and signals; and 4) riding at night without lights.

BIKEWAY DESIGNATIONS

The term "Bikeway" is used to define all facilities that explicitly provide for bicycle travel. The Department of Transportation has developed different definitions that are used to systematically categorize different types of bicycle facilities. Bikeways, then, can be anything from fully grade-separated facilities to, simply, signed streets. The three classes of bikeways are Bike Paths (Class I), Bike Lanes (Class II), and Bike Routes (Class III).

1. **Bike Paths (Class I):** Class I Bike Paths are completely separated right-of-ways designated for the exclusive use of bicycles. Cross-flows by pedestrians and motorized vehicles are minimized. Currently, there are no designated Class I bike paths in Williams.
2. **Bike Lanes (Class II):** Class II Bike Lanes are restricted right-of-ways designated for the exclusive or semi-exclusive use of bicycles. Travel by motor vehicles or pedestrians are not allowed; however, vehicle parking may be allowed if there is sufficient space available for both the bicycle lane and the parking lane. Cross flows by motorists are allowed, for example, to gain access to parking facilities or adjacent land uses. In most cases, Class II Bikeways require a lane of at least four feet of well-maintained pavement for the cyclist to ride on.

3. **Bike Routes (Class III):** Class III Bike Routes are shared right-of-ways either on the street or on the sidewalk, and are designated by signs placed on vertical posts or markings stenciled on the pavement. Any bikeway which shares a through-traffic right-of-way with motor vehicles and pedestrians is considered a Class III bikeway.

Bicycle facilities, such as bike paths and bicycle parking racks need to be provided throughout the City.

Map 8.4, Bicycle Circulation Plan, shows the City's designated bike paths.

Rail Transportation

Currently there are no passenger or freight services through Williams. Freight trains pass through Williams twice a day.

Union Pacific: California Northern Railroad (CFNR) Company. CFNR operates freight service in Northern California over 250 miles of leased Union Pacific rail lines, including those that traverse Williams. CFNR provides freight service over the following lines:

- Schellville to Napa Junction, to a connection with UP at Suisun-Fairfield (23.6 miles);
- From Vallejo to Napa Junction to Rocktram (13 miles);
- Between a connection with UP at Davis to Wyo to a connection with UP at Tehama (110.7 miles);
- Branch line from Wyo to Hamilton (19 miles); and
- Los Banos to a connection with UP at Tracy (54.7 miles)

Rail freight includes lumber, wine, beer, food products, steel pipe, agricultural products, and construction material. Train traffic generally includes four to five trains passing through Williams each day. There are both restricted and available railroad siding-loading points in Williams. The restricted sites are assigned to specific shippers. The available sites are contracted for through the Agent for the CFNR in Sacramento. The following nearby companies in Colusa County have loading and unloading operations specifically designed for their business operations:

- Morning Star Tomatoes, which is the largest tomato paste plant in the world; and
- Colusa County Cannery, which is located approximately one mile south of the City limits and includes 1,000 foot, dual-directional siding.

Available sidings in Williams include:

- One team siding is available at the corner of 5th Street and E Street; and
- The 10-acre Plank Industrial Park located near the South Interchange (Husted and I-5) has dedicated spur right-of-way along 200 feet of the industrial park.



While no studies or plans have been developed to date, establishing a rail-transit link as part of the transportation corridor between the Williams area and the Bay and the Sacramento areas would facilitate the long-term economic growth of the area. Rail transit also offers the potential for more comfortable and expedient alternatives for the movement of people and products between the Williams and the Bay Area. This should be a consideration for planning over the longer-term.

Aviation

The Williams Soaring Center is a small, private glider airport, which is located along the east side of Husted Road north of its intersection with E Street. The soaring center has a 2,300 foot paved runway paralleling Husted Road.

The Colusa County Airport is located 12 miles and is about 20 minutes from Williams. It has a 3,000 foot asphalt runway that accommodates twin engine and small jet aircraft and serves all general aviation activities including crop dusters, business/commercial aircraft, emergency aircraft, law enforcement aircraft besides personnel use aircraft. There are long term plans to extend the runway another 700 feet for safety purposes. The general aviation airport offers management, fuel, parking, and car rental services.

Sacramento International Airport is the nearest airport to Williams that provides commercial airline service. It is known as the gateway to Northern California destinations, major cities across the U.S., and the world. Passenger service is provided by 13 major carriers and one commuter airline.

Complete Streets

“Complete streets” are those designed to support safe, attractive, and comfortable access and travel for all users, whether in motor vehicles, on foot, on bicycle, or using the public transit. The City will require complete streets in all new neighborhoods and will improve existing streets to be more complete in accommodating bicycle and pedestrian movements, as funding is available. Improvements required for complete streets depend on the type of street. While all streets will be required to have sidewalks for pedestrians, the required bicycle improvements will vary. Public transit improvements, including bus stops and pullouts, should be focused in the downtown area as service becomes available.

Street Patterns

A community’s street and block pattern defines the usefulness of its transportation network for multi-modal mobility. The 2010 General Plan requires that development within new growth areas be served by a well-connected street pattern with small blocks and few or no cul-de-sacs. As future development occurs, the layout of Williams’ new streets and blocks will significantly improve the efficiency of the City’s circulation system for all modes of travel.

The traditional grid street pattern is one approach for ensuring a highly connected neighborhood. However, modifications to the grid pattern could

also provide a highly connected transportation network (Refer to Figure 8.2). In general, highly connected street patterns characterized by:

- A dense system of parallel routes, both east-west and north-south, with many streets providing through connections;
- Minimal use of cul-de-sacs;
- Frequent intersections; and,
- Frequent points of access.

Goals

The City's General Plan Circulation Element goals are intended to provide the overall direction desired by the City for planning and implementing the expansion of their circulation system, which meets the changing travel demands of their community. The recommended circulation policies will establish the link between the adopted goals and the implementing programs, and guide how the programs will actually be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need.

1. Coordinate the development of a circulation network incorporating multi-modal circulation programs.
2. Provide Safe and efficient vehicular movement.
3. Coordinate policies for land development and circulation.
4. Promote alternative travel modes, including transit, pedestrian, bicycle, and rail systems.
5. Coordinate local transportation planning and administration with the activities of other governmental agencies and concerns of local citizens and businesses.
6. Design and implement the circulation system to protect natural features and conserve energy.

Policies and Actions

Policy 8.a- Create/Update Citywide Circulation Master Plan.

Actions:

- 8.a-1 The City shall maintain the Citywide Traffic Model to help forecast future travel, identify circulation deficiencies and recommend improvements and coordinate this model with other agencies, such as the Colusa County Transportation Commission, Colusa County, and Caltrans.
- 8.a-2 The City shall pursue funding to construct improvements identified in the Circulation Master Plan, including seeking Federal and State grants and updating the traffic impact fee program on a timely basis.



Policy 8.b- Establish Complete Street Subdivision Criteria for new development and improve convenience, energy efficiency, and safety for multi-modal travel in existing neighborhoods.

Actions:

- 8.b-1 The City will develop Complete Street Subdivision Development Standards. These standards shall include provisions for cul-de-sac designs, required stubbing of streets to adjacent planned development areas, block lengths and neighborhood connectivity.
- 8.b-2 New development shall incorporate connected street and pedestrian/bicycle networks, with many connections between new and older neighborhoods and between neighborhood and commercial and downtown areas.
- 8.b-3 The City shall control and coordinate with adjacent jurisdictions major access points.
- 8.b-4 The City shall consider restriction of on-street parking on major and secondary arterials when needed to provide additional street capacity and/or, accommodate bicycle lanes.
- 8.b-5 Upon signalization improvements, the City shall optimize traffic signal performance to increase traffic flow and reduce vehicular emissions.
- 8.b-6 On an ongoing basis, the City will identify priority transportation improvements in existing developed portions of the City consistent with this Circulation Element and include such improvements in grant applications, capital improvements planning, and through other funding mechanisms as appropriate.
- 8.b-7 The City shall coordinate bicycle and pedestrian paths to logically link to the County's plans for bicycle and pedestrian travel.

Policy 8.c- Monitor the operation and performance of the multi-modal circulation system.

Actions:

- 8.c-1 The City shall maintain and update a functional classification of the street system (Figure 8.1) that reflects land use and traffic patterns.
- 8.c-2 The City shall establish a data collection program for the street system to include a physical inventory, traffic volumes and accident reports.
- 8.c-3 The City shall strive to control traffic levels in residential neighborhoods a "livable communities standard", to not exceed a threshold of 3,500 ADT on any given residential street segment. As the City grows and this threshold is approached, alternative traffic calming strategies may be considered and implemented as resources permit. Such calming devices may include planted medians, landscaped planter strips, landscaped traffic circles.

- 8.c-4 The City will seek funding for, and include pedestrian and bicycle improvements in Capital Improvement Planning, as feasible. Such improvements will include, but are not limited to:
- Construction of sidewalks where they do not currently exist;
 - Widening of sidewalks in high pedestrian traffic areas;
 - Installation of bike paths and lanes; and
 - Improved crossings of roads and railroad for bicycles and pedestrians.
- 8.c-6 The City and Redevelopment Agency will explore opportunities to construct new freeway crossings and improve safety of the existing east-west crossing at E Street. Such improvements may be required as a condition of new development, as appropriate.
- 8.c-7 All transportation improvement projects proposed for inclusion in the City's Capital Improvement Program shall be consistent with air quality, land use, circulation, and other goals and policies of the General Plan.

Policy 8.d- Maintain roadways and circulation improvements to ensure safe, energy efficient and convenient daily travel for pedestrians, bicyclists, transit users and drivers as Williams grows.

Actions:

- 8.d-1 Establish a City transportation impact fee program that addresses impacts to City transportation facilities. Following adoption of the 2010 General Plan, the City will revise its development impact fees based on a Nexus Study. The City will collaborate with Caltrans in considering incorporation of State Highway Facilities into these programs.
- 8.d-2 New development shall construct and dedicate streets that accommodate the full range of locally available travel modes.
- 8.d-3 New development shall construct and dedicate and/or contribute to a connected bicycle/pedestrian network that is designed to promote travel to schools, parks, and other major destinations.
- 8.d-4 Bicycle parking should be provided as a part of all non-residential development.
- 8.d-5 Through the Capital Improvement Program, the City shall develop a priority system for physical improvements based on demonstrated needs according to the collected data on physical conditions, traffic volumes and safety reports. CIP improvements shall be made consistent with the City's Circulation Master Plan.
- 8.d-6 The City shall maintain and update a Bikeway Master Plan to guide the orderly provision of bikeway facilities throughout the City.

- 8.d-7 The City shall integrate local bikeway planning with regional plans.
- 8.d-8 The City shall seek State Bicycle Lane Account funds and other funding to help pay for the completion of a comprehensive bikeway system within in the City.
- 8.d-9 Limit driveway intersections and curb cuts along arterial and collector roadways in order to provide improved mobility and public safety.
- 8.d-10 Encourage the widening of State highways to allow the safe movement of farm vehicles and equipment.
- 8.d-11 Provide dedicated pedestrian and bike lanes on the E Street overpass of I-5, as recommended in Chapter 5, Open Space and Conservation.
- 8.d-12 Collect fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).
- 8.d-13 Work with Caltrans and Colusa County to fund necessary improvements to Interstate 5 and SR 20 that would maintain acceptable level of service.
- 8.d-14 Require new development to enter into an agreement with the City that establishes circulation improvements to be constructed and/or fair share cost to be the responsibility of the project applicant.”

Policy 8.e- Improve travel safety, accessibility and energy efficiency.

Actions:

- 8.e-1 The City shall review the location and frequency of accidents and develop specific site improvements.
- 8.e-2 The City shall consider changes in speed limits, parking and turning restrictions to enhance public safety.
- 8.e-3 The City shall strive to provide for smooth traffic flow and a compact urban pattern to maximize efficient movement between residential, commercial, and public areas.
- 8.e-4 The City shall develop an Americans With Disabilities Act (ADA) transition and compliance program for pedestrian facilities.

Policy 8.f- Provide for truck and emergency vehicle traffic.

Actions:

- 8.f-1 Accommodate truck and emergency vehicle traffic.
- 8.f-2 The City shall designate by ordinance truck routes to direct trucks to routes that maintain sufficient carrying capacity and to prohibit truck traffic on local residential streets (refer to Figure 4).

- 8.f-2 The City shall identify primary emergency vehicle routes and links between the medical facilities, fire, and police stations.
- 8.f-3 Design standards for local streets will provide adequate access for fire and police department services. Refer to all actions under Policy 8-b.
- 8.f-4 Upon signalization improvements, the City shall upgrade traffic signal installations to include “opticom” emergency vehicle preemption to enhance emergency response safety.

Policy 8.g- The planning, alignment, and improvement of the street network will reflect the proposed land use pattern of the General Plan.

Actions:

- 8.g-1 The functional classification of streets will identify street purpose and the standards of improvement necessary to accommodate anticipated traffic demand.
- 8.g-2 In establishing priorities for street improvements, the potential for effects on land use and traffic patterns will be evaluated.
- 8.g-3 The City shall adopt new street plan lines (street alignments) for arterials and collectors to protect rights-of-way for future street improvements.
- 8.g-4 Projects included in the Capital Improvement Program and proposed for regional transportation plans should prioritize, in the following order: 1) projects that improve operations on existing roads without increasing capacity, 2) projects that encourage alternative transportation modes, 3) projects that increase capacity on existing roadways, and 4) new roadways.
- 8.g-5 The City will collaboratively study with the Colusa County Transportation Commission, Caltrans and other regional partners to identify operational and capacity improvements for regional facilities to accommodate planned development.

Policy 8.h- Provide for desirable and safe alternative access to schools, parks, and shopping areas from residential areas within the City.

Actions:

- 8.h-1 The City shall include consideration of the visual aspects of a development for roadways. Aesthetic consideration shall include architectural compatibility and landscaping.
- 8.h-2 The City shall consider the construction of landscaped medians and landscaped sidewalk strips on commercial thoroughfares to help slow traffic flows and to help provide for a more scenic roadway.
- 8.h-3 The City shall consider integrating residential street features that calm traffic, increase safety and are aesthetic amenities to neighborhoods. Additionally, reduction in residential street width shall also be

considered as a traffic calming option. If such street width reduction is recommended and implemented, consideration for reduction of public right of way should also be included. All traffic calming and road narrowing projects shall be designed to accommodate emergency service vehicle accessibility.

- 8.h-4 The City shall plan and require construction of bikeways, sidewalks, and pedestrian access ways to major destination points with emphasis on providing connecting access to schools, parks and shopping centers from residential neighborhoods.
- 8.h-5 The City shall evaluate the pedestrian and bicycle safety of critical circulation links, such as the E Street Bridge over Highway 5, and make improvements to these linkages to facilitate safe travel.

Policy 8.i- Encourage the continued development and expansion of local and regional public transit systems.

Action:

- 8.i-1 The City shall review and comment on proposed changes to the Colusa County Transit Authority (CCTA) bus system.
- 8.i-2 The City will consult with the California Public Utilities Commission, Amtrak, Union Pacific Railroad Company, and any other relevant agencies to encourage and accommodate any future opportunities for establishing passenger rail service in Colusa County and create a central multi-modal transit station in Williams.
- 8.i-3 The City shall encourage the restoration of passenger rail service along the California Northern Pacific Railroad tracks within Williams.

Policy 8.j- Improve and maintain the system of sidewalks and crosswalks to promote a pedestrian-friendly community.

Actions:

- 8.j-1 The City shall identify and prioritize major sidewalk improvements.
- 8.j-2 The City shall comply with the American Disabilities Act (ADA) and construct improvements to enhance accessibility.
- 8.j-3 The City shall provide crosswalks at signalized intersections and improve pedestrian access across railroad track crossings.

Policy 8.k- Publicize major transportation issues and solicit public input.

Actions:

- 8.k-1 The City shall provide timely notification on major transportation issues to the public through press releases, public service radio announcements, television, and contact with local organizations.

- 8.k-2 The City shall conduct public hearings on proposed major actions and notify the public through public notices.

Policy 8.l- Coordinate transportation planning with regional and local plans.

Actions:

- 8.l-1 The City shall coordinate compatibility of proposed actions with transportation plans of adjacent cities and Colusa County.
- 8.l-2 The City shall evaluate regional impacts of proposed local improvements.
- 8.l-3 The City shall coordinate with Caltrans District 3 and the Federal Highway Administration (FHWA) on improvement plans to State/Federal facilities within the City's Sphere of Influence and surrounding area.
- 8.l-4 The City will coordinate with Caltrans, the Colusa County Air Pollution Control District and the Colusa County Regional Transportation Commission to minimize air quality and transportation impacts associated with planned and existing transportation facilities.

Policy 8.m- Designate local scenic routes and enhance and protect their scenic qualities.

Actions:

- 8.m-1 The City shall control the quality of improvements through design standards and review.
- 8.m-2 The City will seek funding to work collaboratively with other agencies to develop a master design plan for Old Highway 99 W. The plan should include such design components as wide, separated sidewalks, street trees and other landscaping, street furniture and other amenities as appropriate. The plan will provide design guidance for Old Highway 99 W property frontage, as well as the public right-of-way. The plan will identify priorities for phasing and financing of these improvements. This master design plan will identify local preferences for improvements as a means for economic revitalization of the downtown. Aspects of this plan will be integrated into the City's Improvement Standards, as appropriate. The City will proactively seek funding to implement segments of the corridor improvements over time. The City and Redevelopment Agency may fund and/or implement sections of this design plan in advance of construction with creation of agreements that result in fair-share contribution of benefitting properties that reimburse the City or Redevelopment Agency once the improvements have been made as projects develop.

8.m-3 The City shall develop a street tree program that includes a list of approved trees for landscape street planting strips and medians.

8.m-4 The City will explore funding opportunities to improve City streets with landscaping.

Policy 8.n-Protect natural features.

Actions:

8.n-1 The City shall strive to minimize the loss of prime agricultural land to road construction.

8.n-2 The City shall strive to minimize grading for new roads and improvements, conserve prominent land forms and minimize tree removals.

8.n-6 The City shall evaluate circulation improvements and traffic control as to their effect on air and noise pollution and greenhouse gas emissions.

Policy 8.o- Provide parking in a way that balances the needs of motorists, pedestrians, bicyclists, transit users and community aesthetics.

Action:

8.o-1 Revise the Zoning Ordinance to consider the following criteria to:

- Facilitate infill development, reduce off-street parking requirements located in the downtown area, and require construction of sidewalks where they do not currently exist;
- Reduce or eliminate off-street parking requirements for guest parking in locations where on-street parking is provided;
- Reduce parking requirements for nonresidential development of located in commercial centers where on-street parking is, or if parking can be shared with adjacent uses with different timing for parking needs.
- Establish parking requirements that have minimum and maximums in order to create a pedestrian-friendly environment.

Policy 8.p- The City will strive to maintain Level of Service D or better for roadway and intersections except as specified below:

- *LOS E is acceptable in the Historic Downtown Area.*
- *Utilize Caltrans LOS standards for Caltrans' facilities*

Exceptions to the LOS standards above may be considered by the City Council where reducing level of service would result in clear public benefit. Such circumstances include, but are not limited to if

improvements necessary to achieve the LOS standard result in impact to a unique historic resource, a highly sensitive environmental area, requires infeasible right-of-way acquisition, or some other unusual physical constraint exists and or overriding economic or social circumstances.

Action:

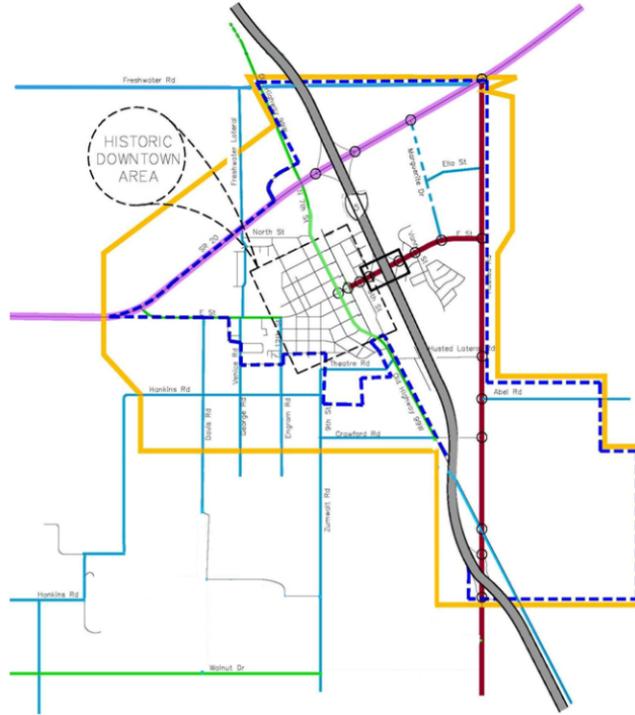
8.p-1 The City shall develop and adopt transportation impact study (TIS) guidelines that consider modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology and environmental significance criteria. Development of the TIS guidelines shall include coordination with Caltrans.

8.p-2 The City shall prepare, adopt, and periodically update a Streets and Roadways Master Plan to establish the scope and timing of intersection and roadway improvements to accommodate planned development and to support the update of the Citywide Development Impact Fee program.

Policy 8.q- Define level of service consistent with the latest edition of the Highway Capacity Manual and calculated using the methodologies contained in that manual.

Action: See Action 8.p-1

See **Appendix B, Circulation Improvements**, for future street improvement projects.

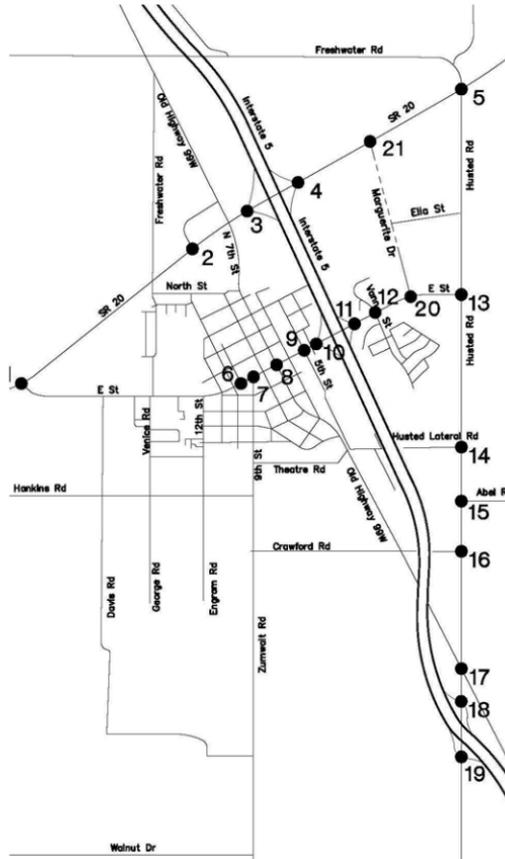


Map 8.1

Master Circulation Plan Map

Legend

-  - FREEWAY
-  - EXPRESSWAY
-  - MAJOR ARTERIAL
-  - MINOR ARTERIAL
-  - MAJOR COLLECTOR
-  - COLLECTOR
-  - LOCAL (RESIDENTIAL)
-  - CITY LIMIT
-  - SPHERE OF INFLUENCE
-  - MAJOR INTERCHANGE MODIFICATION
-  - INTERSECTION IMPROVEMENT
-  - PROPOSED FUTURE ROADWAY

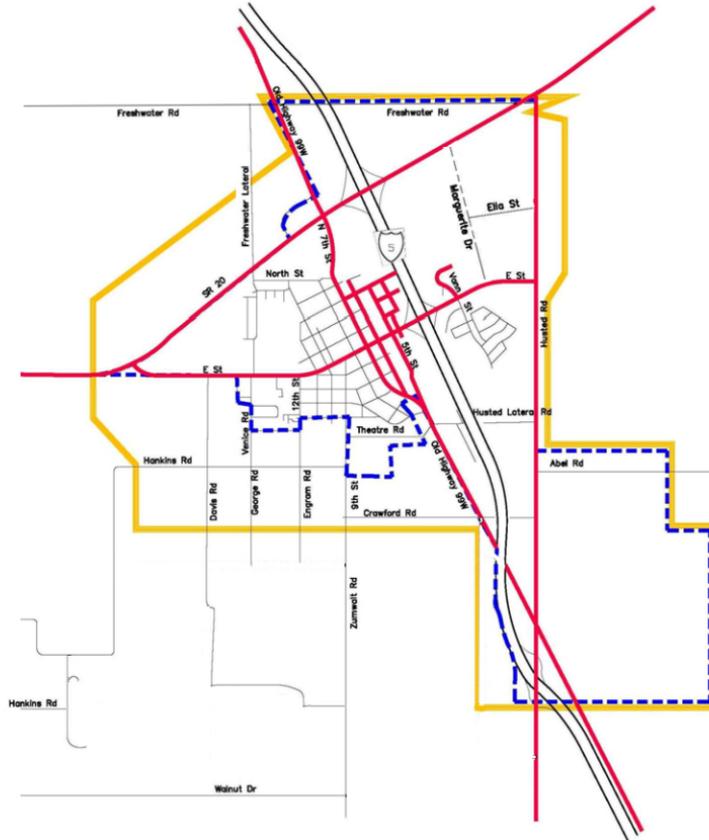


Map 8.2

New Signalized Intersections

Legend

- Future Signalized Intersection

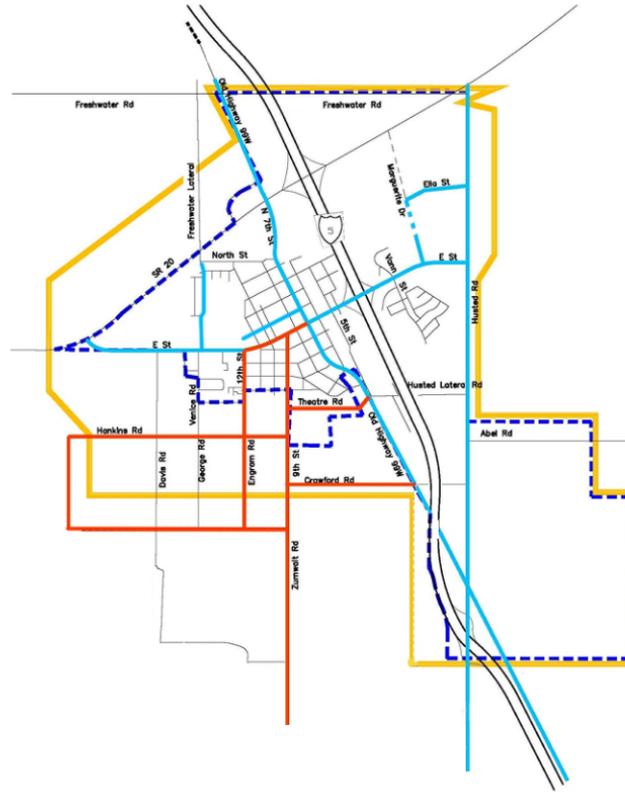


Map 8.3

Designated Truck Routes

Legend

- - - CITY LIMIT
- SPHERE OF INFLUENCE
- - - PROPOSED FUTURE ROADWAY
- TRUCK ROUTES



Map 8.4

Bicycle Circulation Plan

Legend

- CITY LIMIT
- SPHERE OF INFLUENCE
- PROPOSED FUTURE ROADWAY
- CLASS I BIKE PATHS
- CLASS II BIKE LANES
- CLASS III BIKE ROUTES



Appendix A

FHWA Model Input Data



Appendix A-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 2009-076 City of Williams General Plan Update

Description: Existing

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	SR 20	West of E St.	4000	83		17	2	5	55	100	
2	SR 20	E St. to Old Hwy 99W	4575	83		17	2	5	45	100	
3	SR 20	Old Hwy 99W to I-5	5000	83		17	2	5	45	100	
4	SR 20	I-5 to Husted Rd./Freshwater Rd.	3225	83		17	2	5	45	100	
5	SR 20	East of Husted Rd./Freshwater Rd.	5400	83		17	2	5	55	100	
6	E St.	SR 20 to 9th St. (N)	5350	83		17	1	1	35	100	
7	E St.	9th St. (N) to 9th St. (S)	5300	83		17	1	1	35	100	
8	E St.	9th St. (S) to 7th St.	6125	83		17	1	1	35	100	
9	E St.	7th St. to 5th St.	6575	83		17	1	1	35	100	
10	E St.	5th St. to I-5	8250	83		17	1	1	35	100	
11	E St.	I-5 to Vann St.	5875	83		17	1	1	35	100	
12	E St.	Vann St. to Husted Rd.	3200	83		17	1	1	35	100	
13	Freshwater Rd.	North of SR 20	600	83		17	2	5	45	100	
14	Husted Rd.	SR 20 to E St.	3050	83		17	2	5	45	100	
15	Husted Rd.	E St. to Husted Lateral Rd.	1400	83		17	2	5	45	100	
16	Husted Rd.	Husted Lateral Rd. to Abel Rd.	1575	83		17	2	5	45	100	
17	Husted Rd.	Abel Rd. to Crawford Rd.	1475	83		17	2	5	45	100	
18	Husted Rd.	Crawford Rd. to Old Hwy 99W	1575	83		17	2	5	45	100	
19	Husted Rd.	Old Hwy 99W to I-5	1400	83		17	2	5	45	100	
20	Husted Rd.	South of I-5	550	83		17	2	5	45	100	
21	Old Hwy 99W	North of Husted Rd.	2050	83		17	2	5	45	100	
22	Old Hwy 99W	South of Husted Rd.	1775	83		17	2	5	45	100	
23	Abel Rd.	East of Husted Rd.	700	83		17	2	5	45	100	
24	9th St.	North of E St.	400	83		17	0	0	35	100	
25	9th St.	South of E St.	1775	83		17	1	1	35	100	

Appendix A-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 2009-076 City of Williams General Plan Update

Description: Existing

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
26	7th St.	North of E St.	2475	83		17	1	1	35	100	
27	7th St.	South of E St.	2525	83		17	1	1	35	100	
28	5th St.	North of E St.	1425	83		17	1	1	35	100	
29	5th St.	South of E St.	1125	83		17	1	1	35	100	
30	Vann St.	South of E St.	3525	83		17	0	0	35	100	
31	I-5	Husted Rd. to SR 20	27500	83		17	6	21	65	100	

Appendix A-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 2009-076 City of Williams General Plan Update

Description: General Plan Buildout

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	SR 20	West of E St.	6150	83		17	2	5	55	100	
2	SR 20	E St. to Old Hwy 99W	14275	83		17	2	5	45	100	
3	SR 20	Old Hwy 99W to I-5	14050	83		17	2	5	45	100	
4	SR 20	I-5 to Husted Rd./Freshwater Rd.	10875	83		17	2	5	45	100	
5	SR 20	East of Husted Rd./Freshwater Rd.	19125	83		17	2	5	55	100	
6	E St.	SR 20 to 9th St. (N)	14200	83		17	1	1	35	100	
7	E St.	9th St. (N) to 9th St. (S)	14950	83		17	1	1	35	100	
8	E St.	9th St. (S) to 7th St.	19525	83		17	1	1	35	100	
9	E St.	7th St. to 5th St.	30525	83		17	1	1	35	100	
10	E St.	5th St. to I-5	35325	83		17	1	1	35	100	
11	E St.	I-5 to Vann St.	51850	83		17	1	1	35	100	
12	E St.	Vann St. to Husted Rd.	41900	83		17	1	1	35	100	
13	Freshwater Rd.	North of SR 20	2475	83		17	2	5	45	100	
14	Husted Rd.	SR 20 to E St.	33225	83		17	2	5	45	100	
15	Husted Rd.	E St. to Husted Lateral Rd.	19550	83		17	2	5	45	100	
16	Husted Rd.	Husted Lateral Rd. to Abel Rd.	14450	83		17	2	5	45	100	
17	Husted Rd.	Abel Rd. to Crawford Rd.	12200	83		17	2	5	45	100	
18	Husted Rd.	Crawford Rd. to Old Hwy 99W	11250	83		17	2	5	45	100	
19	Husted Rd.	Old Hwy 99W to I-5	14375	83		17	2	5	45	100	
20	Husted Rd.	South of I-5	7825	83		17	2	5	45	100	
21	Old Hwy 99W	North of Husted Rd.	6875	83		17	2	5	45	100	
22	Old Hwy 99W	South of Husted Rd.	3250	83		17	2	5	45	100	
23	Abel Rd.	East of Husted Rd.	4000	83		17	2	5	45	100	
24	9th St.	North of E St.	1450	83		17	0	0	35	100	
25	9th St.	South of E St.	5675	83		17	1	1	35	100	

Appendix A-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Data Input Sheet

Project #: 2009-076 City of Williams General Plan Update

Description: General Plan Buildout

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
26	7th St.	North of E St.	8850	83		17	1	1	35	100	
27	7th St.	South of E St.	8450	83		17	1	1	35	100	
28	5th St.	North of E St.	3675	83		17	1	1	35	100	
29	5th St.	South of E St.	2725	83		17	1	1	35	100	
30	Vann St.	South of E St.	7850	83		17	0	0	35	100	
31	I-5	Husted Rd. to SR 20	27500	83		17	6	21	65	100	

Appendix B

Circulation Improvements

Future Street Improvement Projects

The following roadway improvements may be necessary to mitigate circulation impacts from anticipated growth in the General Plan to acceptable/tolerable levels of service:

1. *I-5 Interchange Improvements* – Modifications to the E Street interchange and SR 20 to increase the capacity.
2. *Husted Road (between SR 20 and E Street)* – Expand the roadway segment to a four lane major arterial.
3. *Husted Road from Freshwater Road to I-5 Southbound Ramps* – **Expand the roadway segment to a four lane major arterial.**

E Street (between I-5 SB Ramps and Husted Road) – Expand the roadway segment to a four lane major arterial. **Intersection Improvements (Refer to Figure 8.3):**

The following intersection improvements will be necessary to mitigate circulation impacts from anticipated growth in the General Plan to acceptable/tolerable levels of service: Where new traffic signals are proposed, alternative roundabout improvements that would provide acceptable operations should be considered.

4. *SR 20 / Old Highway 99W*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: Two through lanes and one left turn lane
- Westbound Approach: One through lane and one shared through-right lane

5. *SR 20 / I-5 SB Ramps*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Construct a multilane roundabout or
- Traffic Signal

6. *SR 20 / I-5 NB Ramps*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Construct a multilane roundabout or
- Traffic Signal

7. *SR 20 / Husted Road*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one right turn lane
- Southbound Approach: One left, one through, and one right turn lane
- Eastbound Approach: One left, one through, and one right turn lane
- Westbound Approach: One left, one through, and one right turn lane

8. *E Street / 7th Street*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left turn lane and one shared through-right lane
- Southbound Approach: One left turn lane and one shared through-right lane

9. *E Street / 5th Street*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection



10. *E Street / I-5 SB Ramps*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: One through lane and one shared through-right lane
- Westbound Approach: Two through lanes and one left turn lane

11. *E Street / I-5 NB Ramps*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Eastbound Approach: Two through lanes and one left turn lane
- Westbound Approach: One through lane and one shared through-right lane

12. *E Street / Vann Street*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Southbound Approach: One right turn lane and one shared through-left lane
- Eastbound Approach: One left turn lane, two through lanes, and one right turn lane
- Westbound Approach: One left turn lane, one through lane, and one shared through-right lane

13. *E Street Husted Road*

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left turn lane, two through lanes, and one right turn lane
- Southbound Approach: One left turn lane, one through lane, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane

14. Husted Road / Husted Road Lateral

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane
- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

15. Husted Road / Abel Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: Two through lanes and one left turn lane
- Southbound Approach: One through lane and one shared through-right lane

16. Husted Road / Crawford Road

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane
- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

17. Husted Road / Old Highway 99W

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left, one through, and one shared through-right lane



- Southbound Approach: One left, one through, and one shared through-right lane
- Eastbound Approach: One left turn lane and one shared through-right lane
- Westbound Approach: One left turn lane and one shared through-right lane

18. Husted road / I-5 SB Ramps

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection

19. E Street / Margurite Drive

This intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left and one shared through-right lane
- Southbound Approach: One left and one shared through-right lane
- Eastbound Approach: One left turn lane, one through lane, and one shared through-right lane
- Westbound Approach: One left turn lane, one through lane, and one shared through-right lane

20. SR 20 / Margurite Drive

This new intersection is expected to operate at unacceptable LOS F during peak hour buildout conditions. The following improvements are recommended:

- Signalize the intersection
- Northbound Approach: One left and one right turn lane
- Eastbound Approach: One through lane and one right turn lane
- Westbound Approach: One through lane and one left turn lane