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City of Williams Design Review Manual 2012

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in association with
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City of Williams Design Review Manual

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Chapter 1
Purpose and Intent
City of Williams Design Review Manual

Introduction: Design Review is one of several procedures the City uses to guide development in the interest of the public's health, safety and general welfare. It assures that the community develops according to the City's aesthetic and functional expectations provided under the General Plan and Zoning Code. Design Review in Williams was originally created in 1987 to be distinct from, other City project reviews, such as a use permit, a rezoning or a building permit..

Design Review examines a project's layout, its relationship to the neighborhood, landscaping, parking, driveways, signs and other features. It considers a projects physical features, such as appearance and how well it functions on the site in relation to its surroundings. Without specific design criteria to guide development, design review is subjective and creates inconsistent decisions. Preclusion of criteria to guide designers and City decision makers causes design review to become arduous to administer and results in less than desirable project designs. . Although design review is intended to protect and enhance the community's property values, without appropriate design criteria, the original design review process became an economic hurdle in the development review process. The Design Review Manual bridges this gap by providing appropriate criteria for future development. It also provides more predictability in the development process, thereby improving community investment.

The Design Review Manual was developed by an Ad Hoc Committee appointed by the Williams City Council. The Ad Hoc Committee, whose membership included elected and appointed officials along with others representing a cross-section of civic interests. In preparing the Manual, the Committee was assisted by City staff and professional design consultants. A summary of the Design Review Process is presented in Chapter 2. Design principles for the Manual have been incorporated into Chapter 3. Chapter 4 provides an overview of the design context for Williams. From this context analysis, Chapter 5 offers design context recommendations that include a pictorial catalogue of preferred designs. Chapter 6 consists of more specific design guidelines for designing new buildings, signs and related improvements. The Appendix section includes 1) a glossary of terms used throughout the Manual, more specific details on the City's Design Review Procedures, 2) a summary of a community image survey conducted in 2011 used as a basis for the Manual's design preferences, and 3) specific design standards, such as parking lot, landscaping, irrigation, trash enclosure and mail delivery facility design requirements. In all the Manual has been developed as a stand alone document that design/development community, public, and the City can use to design and approve new development and sign projects.

The Manual should taken in whole in order to understand the focus, concerns and expectations, which they embody. Readers are urged to consult City staff concerning the application process or to obtain an explanation of the purpose and details of the Manual. The Manual should be consulted early in the in planning and design stages of development.

Williams History: To appreciate Williams' architectural context, some understanding of the City's past is necessary

(Some passages taken from the Background Report on Cultural Resources, by Ric Windmiller-See Appendix E of the Manual)
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 idea of a transcontinental railroad. By 1863, the Central Pacific Railroad was under construction as part of an ambitious plan to link the West Coast with the East. Construction of the Northern Railway, a short line subsidiary of the Central Pacific, would link agricultural communities on the west side of the Sacramento Valley.

Knowing of the railroad's plans, William H. Williams advertised town lots in Williams. In 1876, after laying out the town, Williams circulated maps showing the advantages of living in this town. As tracks were laid from Arbuckle northward, lots were sold and buildings were quickly constructed. During the same year, Williams had his home constructed of bricks hauled by wagon to the location from Marysville. Tracks were then completed to Williams and the first train arrived on June 23, 1877. The new town, at first named "Central" then changed to "Williams", continued to grow even after its year-long status as the railroad's terminus. The initial hastily constructed buildings were replaced by substantial business structures and homes made of brick. The town quickly became a shipping point for grain which saw new construction of large storage warehouses, a flour mill and other manufacturing facilities. By 1886, the town supported small clusters of commercial enterprises, such as a paint shop, a central hotel, an ice house lumber yard, and a number of commercial buildings supporting bars, hardware store, post office and feed stores. A number of fires swept through the town over this ten year period so there was a continuous process of rebuilding and the town continued to grow. Farming and the railroads supported this growth.

Wheat and other farmed cereal crops comprised the first great advance in California agriculture. The second important advance was irrigation. Construction irrigation canals and the decline of wheat prices toward the end of the century favored the breaking up of some of the larger land holdings for settlers to grow orchards and vineyards. The availability of surface water for agriculture provided potential for diversifying crops and a number of 20 acre tracts around Williams were devoted to vineyards. By the early 1890s, Williams had a number of social amenities, including a two story brick school house, two churches and an opera house. Two stage lines carried tourists seeking healthful hot springs in the hills west of Williams, such as Wilbur, Fouts and Sulphur. A stage also made the round trip between Williams and Colusa. In 1911, Williams constructed the high school which stands today as home to the Sacramento Valley Museum. By 1918, Williams, with a population of 1,000, boasted of electric lights, its new water works project and more paved streets than any other town its size in the state. By 1924, commercial enterprises had filled many of the previously empty lots in the downtown and had a garage with a capacity of 25 automobiles, a movie theater, dance hall and service station.

Despite the 1930s Depression, the older residential blocks in Williams continued to gradually fill. The City Hall was completed in 1939. In the late 30s and early 40s, due to WWII, there was a three-fold increase in agricultural production. 1947 experienced the largest rice crop in the state's history. In 1955, construction began on William's new high school. California experience unparalleled prosperity in the 1950s. The Age of the Automobile probably reached its zenith during this period. Highway 99W in Williams was lined with motels, gas stations, repair facilities and drive-ins. Later, growth in Williams has not proven entirely beneficial for the City's historical resources (especially buildings and structures 50 years old or older). The route through town of old Highway 99W is largely striped of the once familiar landmarks such as the A&W Root Beer stand, the Shell and other gas stations and related businesses. Construction of Interstate 5 probably had much to do with the demise of many businesses associated with the automobile culture along 99.

However, some of the landmarks remain. Williams' older residential neighborhoods have also been impacted. New homes and apartments have developed adjacent to historic buildings. On the southwest edge of town a new subdivision adjoins the back side of historic homes. These more contemporary designs often clash with the cultural make up of the City.

Goals and Objectives: Within the context of the General Plan the purpose of the Manual is to influence the character of development to preserve Williams positive qualities; its rural, historical, and vernacular appearanceand its feeling of openness The Manual is designed to meet the needs of many users: property owners, merchants, real estate interests, architects, designers and building contractors, Planning Commission, Design Review Committee, City Council, City staff, and other interested organizations and persons in the community.. The Manual's objective is to engender creative approaches and solutions within a workable framework, rather than laying out detailed and rigid standards.

It is the City of Williams historic downtown and surrounding neighborhoods generally to the west of Highway 5 that makes it historic, unique, and special. It is therefore essential to consider the architectural defining features of this area when designing and constructing projects in all areas of the City. This document reflects this notion by providing design standards and guidelines that are applicable throughout the community.

Applicability and Consistency with the General Plan and Zoning Code: To help improve design expectations and create more predictability in the development review process, the City updated the General Plan and Zoning Code in 2012. These guiding documents establish more specific criteria to improve certainty in the review process and, therefore, enhance investment into the community. Chapter 4 of the Manual also identifies various land use designations that define land use opportunities by area, such as residential, commercial and industrial. The Manual harmonizes design guidelines with these various land use categories

The Design Review Manual implements a number of 2010-30 General Plan policies as follows:

- 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.

- 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.

- New neighborhood development standards will be created to ensure livable and sustainable living environments. Such standards will prevent monotony and promote innovation and quality.

- Utilize the guidelines also to ensure the architectural appropriateness of newly constructed buildings.

- 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.

- 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.

The Design Review Manual is legally enabled under Section 17.05.270 of the Zoning Code. By creating design criteria of what is expected from the designer/developer the Design Review Manual becomes an essential tool to steer future development and improve community development.

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Chapter 2
Design Review Process
City of Williams Design Review Manual

Introduction: This chapter provides an overview of how a project is reviewed through the City's Design Review process.

The Design Review Process: The objective of the design review process is to ensure that the Design Review Manual is followed; that projects respect Williams rural scale, character, quality, and orientation. Projects will be reviewed by the City for consistency with the Manual. It is not anticipated that each standard or guideline will apply equally to every project. In some circumstances, one standard or guideline may be relaxed to facilitate compliance with others to be more important to the particular case.

The Design Review process has been developed to allow streamlining project review. Smaller projects can now be approved either by staff or the Design Review Committee (a three member committee consisting of two Planning Commissioners and a citizen at large with design expertise).. Larger projects continue o subject to approval by the Planning Commission. More specifics of this process are outlined in Appendix B; Design Review Procedures. The following is a brief overview of this process:

1. Projects with minimal aesthetic impacts: The Director of Planning (Director) or his/her designee of the Planning staff may determine that a new small structure or change or addition to an existing building, or other site feature, has no potential for conflict with the objectives of development review due to its size, location, form, materials, and colors. In such cases, no separate application or fee is required. The determination will be noted in the project's building permit file, if any, or in the site's address file. This is considered a non-discretionary action to review minimal projects for consistency with the Design Review Manual.

2. **Minor or incidental projects**: The Director or his/her designee may determine that work, such as a sign, repainting of a building that conforms to the City approved color palette, a building addition or remodel, or a new small structure is minor, or incidental, to the larger, previously approved project, is minor or incidental. Also, in accordance with Section 17.01.030.4 (E) of the Zoning Code, multiplex and multifamily housing in the R-U HD District that complies with specific design standards outlined in Sections 17.020.090.6 and 17.02.090.9 of the Zoning Code are considered minor or incidental projects. Plans for projects which an applicant believes are minor or incidental are submitted for staff review, along with an application and fees. The Director or his/her designee decides within about ten days if the project must be reviewed by the DRC. If not, the Director may approve the project, subject to appropriate changes or conditions. The Director's action may be appealed to the DRC. This is considered a non-discretionary action to review minor or incidental projects for consistency with the Design Review Manual.

Moderate size projects involving duplex or triplex residential development, or

commercial and/or industrial development, generally involving less than 2,000 square feet in size, repainting of buildings that don't conform to the City approved color palette, or signs located in the Downtown Area are reviewed and can be approved by the DRC. This is considered a non-discretionary action to review for consistency with the Design Review Manual.

3. **Significant Projects:** More significant development projects and more elaborate signs, larger than moderate projects require discretionary consideration by the Planning Commission, generally after review and recommendation of the project by the DRC.

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Chapter 3
Design Principles
City of Williams Design Review Manual

Introduction: This chapter presents critical design principles which become the basis for establishing Williams' design guidelines. The principles were developed through a community image survey and through direction from the Design Review Ad-Hoc Committee.

Community Image Survey: In order to help define desired aesthetic character and give the City more information on the community vision of residents in Williams, a visual survey was conducted on August 24, 2011. Residents and the Design Review Ad Hoc Committee attended a community design image meeting where about 25 people attended and approximately 135 slides were shown. Participants rated each slide on a scale of -5 to + 5 according to how the scene was aesthetically pleasing to them and how the scene would fit in with a positive vision of Williams. A variety of scenes from around the region and locally were portrayed in the visual survey. The results of this survey provided a basis for developing design preferences for buildings, parking areas, signs and general landscapes in this Manual. Refer to Appendix C of the Manual for a summary of the results of the survey.

While building design is a primary element, the survey also allows analysis of preferences for other critical factors that influence "character" including signs, landscaping, placement of buildings, sidewalks, road widths, building height, and building spacing. Discussion of the Community Image Survey and positive/negative design issues resulted in the development of design principles and design criteria embodied in this Manual.

Design Principles: While no two projects will be exactly alike, each should demonstrate adherence to certain design principles that are central to respecting the sense of place and architectural heritage found throughout Williams. The following principles provide the basic design goals that each project is expected to address. Newly constructed projects will have a greater opportunity to address each of the design principles fully, while projects that involve additions or remodeling to existing buildings may be limited in their ability to address each principle. Regardless of the type of project, it is expected that all project proponents should strive to implement the principles outlined below. These Principles are intended to achieve the following:

A. Buildings and landscapes particular to Williams – designs that complement their settings and enhance the community's unique character and special qualities.

B. Development projects that contribute to an identifiable and coherent city form – a place that is both visually appealing and comfortable to use.

C. Creative architectural solutions that acknowledge the surrounding context without direct mimicry of historical styles.

Over Arching Principles: The City's General Plan promotes architectural and design excellence in buildings, open space, and urban design. It also recognizes that preservation of Williams' character and scale, including its traditional urban design form and historic character shall be given the highest consideration of future development.

From 2012-30 Draft General Plan Update:

1. The integrity of the original town neighborhoods will be protected and enhanced through conservation measures and allowances for improvement and reinvestment.

2. 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. 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.

4. 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.

5. New standards will be developed to achieve quality design and development outcomes along I-5 and each of the major corridors. The new business park will exemplify the City's commitment to quality development in a campus-like setting.

Design Areas: There are four distinct design areas in the City that should be approached from an architectural standpoint. Based on their historic development and architectural characteristics these areas are; 1) Downtown Commercial Area (District) and surrounding Suburban Commercial Area in West Williams, 2) West Williams generally surrounding the Downtown Commercial Area, 3) East Williams Residential Areas and 4) East Williams Commercial, Institutional, Business Park and Industrial Areas.

For the purpose of developing design principles for these areas, Figure 1, on the next page breaks the City down into three Design Areas as follows.

Area 1: Central Downtown District and Surrounding Suburban Commercial Area:

1. The Central Focal Point: Reinforce and enhance the City's Downtown as one of the primary focal points of the community.

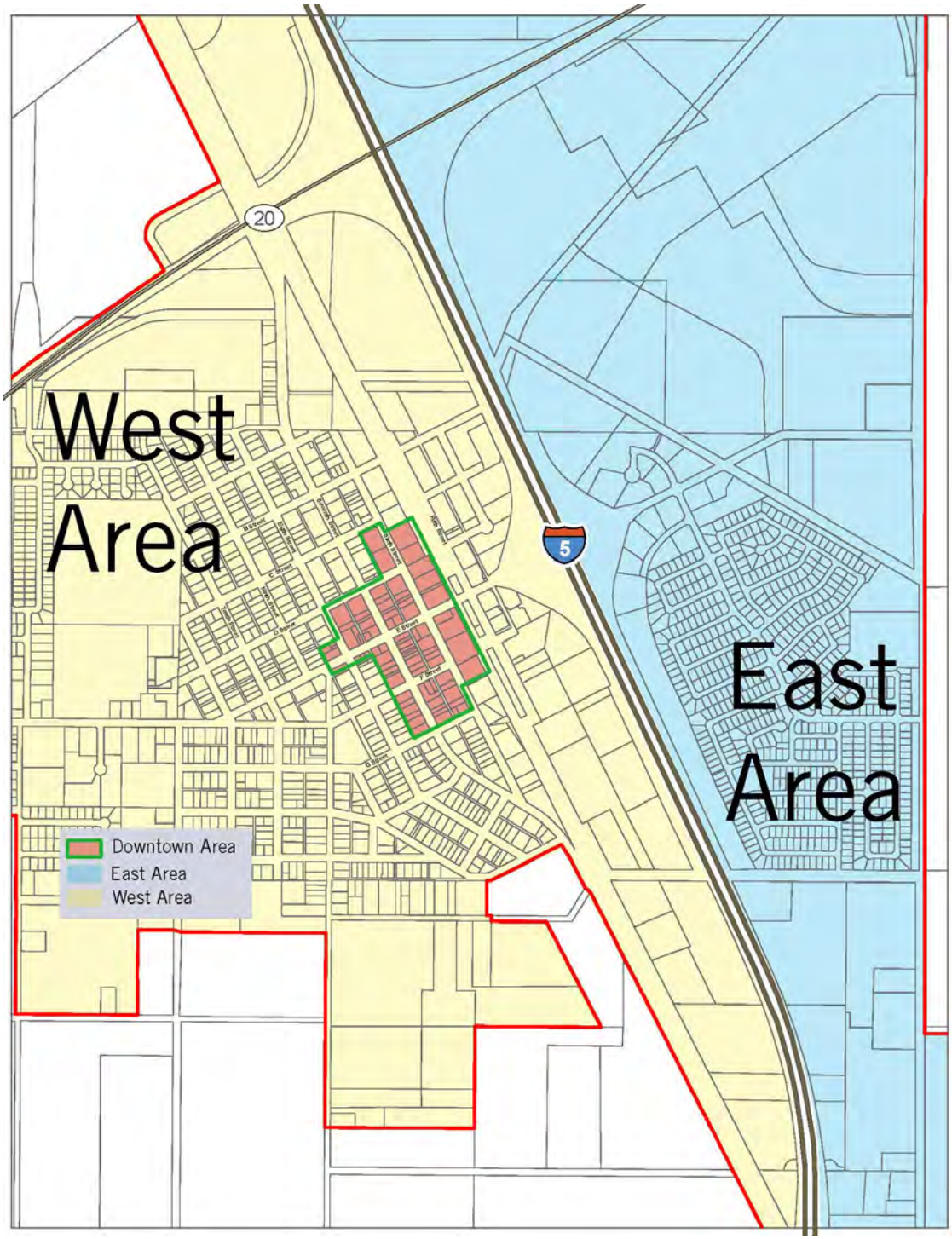
2. Design for the Human Scale: Design for the human scale and perceptions to create a sense of neighborhood and community that draws from the existing Old Town Williams historic character and is both interesting and comfortable for walking.

3. Community Focus: Design to create an identifiable commercial core that is the focus of the surrounding residential neighborhood and provides a social place where people want to gather.

4. Cultural Design Reference: Provide guidance to owners, architects, and designers in the utilization of Williams' historic and cultural roots and character as the means of providing a unique and harmonious physical downtown area. The Williams community has selected the architectural style of "frontier or western design" as best representative of the historic past and the style most suited to provide a sense of community within the neighborhood conservation and commercial core areas in and around Downtown Williams.

5. Mixed Use: Design for a mix of residential and commercial land uses to vitalize the community and encourage people to live near where they work.

Figure 1
Williams Design Areas



Area 2: West Williams Area Surrounding Downtown and Suburban Commercial Areas Design Principle:

1. **Design for the Community's Historic Architectural Context:** Design for community's historic context that includes Western style architecture for commercial and industrial development in areas near the downtown and retain historical architecture in residential development that incorporates similar designs, such as Tudor Revival, Bungalow style, Frame, Cottage and Masonry Vernacular, Minimal Traditional style and Craftsman style design that blend in with the architectural theme of West Williams.

Area 3 East Williams Design Principles:

1. **Design for Community Scale:** Design for the community scale and perceptions to create a sense of neighborhood and community that incorporates a Rural Barn Style design theme, for non-residential development that is attractive to travelers, but is interesting to residents. Retain the Early California architecture, already established for suburban style single family residential development in East Williams, but encourage more creative designs that incorporate some architectural continuity to West Williams, such as Tudor Revival, Bungalow style, Frame, Cottage and Masonry Vernacular, Minimal Traditional style and Craftsman building styles.

2. Consider Community Focus: To create an identifiable commercial shopping area that is the focus of the surrounding residential neighborhood and provides social places for people to gather.

3. **Incorporate Character Defining Features:** Provide guidance to owners, architects, and designers in the application of Williams character defining design elements into more modern designed commercial and industrial centers and maintain a lower density suburban continuity to existing and surrounding residential neighborhoods.

Design Relationships: In order to ensure that each project in Williams is well integrated with existing development, it must demonstrate respect for Williams small town character and sensitivity to the contextual influences of the areaProjects should demonstrate consideration of the following:

* Location of structures on neighboring properties.
* Architectural character/style of neighboring structures.
* Opportunities for the creation of pedestrian linkages.
* Preservation of existing natural features (e.g. mature trees).
* Preservation and enhancement of views to surrounding hills;
* Protection of adjacent residential uses from the impacts of commercial development.

Design Pattern: The vernacular and eclectic nature of existing development throughout the community contributes to the City's unique identity. New projects are expected to promote a diversity of architectural style while maintaining continuity of scale and pedestrian orientation. They should embody patterns of open space, and use of landscaping. The Manual encourages a variety of architectural styles and vernacular adaptations, especially in the west side of town, including Bungalow, Tudor Revival, Prairie Style, Frame Venacular, Cottage Vernacular, Masonry Vernacular, Minimal Traditional Style, Queen Anne Victorian, Craftsman Style,

Mercantile Masonry, and Western False Front. Individual project designs should demonstrate adherence to the basic character-defining features of these styles as applicable. These architectural styles are looked more carefully in the next Chapter regarding contextual neighborhood design.

Chapter 4
Contextual Design Analysis
City of Williams Design Review Manual

Introduction: To better understand the architectural diversity of Williams a contextual design analysis has been conducted. Thist reviews the primary, character defining and architectural styles of buildings in the City. For the West Williams Design Area, most of these buildings have historical identities dating back to the late 1800s and early 1900s. They have been identified in the General Plan Cultural Resources Report as having significant architectural contribution. These building forms constitute the most desirable design attributes of the community. They are the basis for developing architectural and development character preferences in the Manual. In the contextual analysis, various areas are defined as land use neighborhoods by the General Plan Land Use Element and related Land Use Map (refer to Figure 2, General Plan Land Use Map.

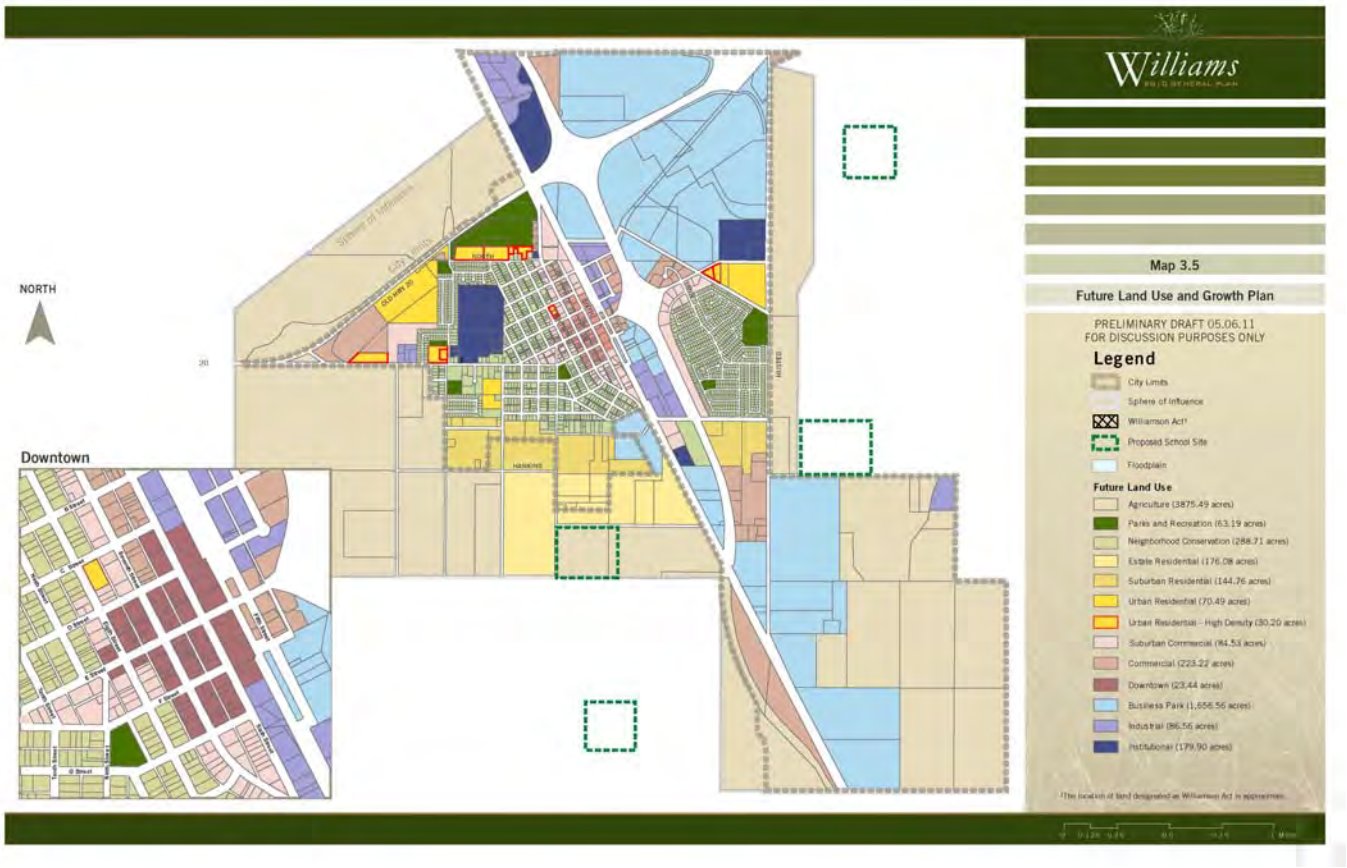
The Land Use Map identifies various land use neighborhood categories that vary from agricultural and residential to industrial and institutional. The Zoning Code further implements the General Plan by restricting land use and development based on these defined land use neighborhoods.

However, contrary to traditional Zoning approaches, the 2010-30 Plan and Code provides for more of a character based code that has less rigid land use standards than previously used.[1] For example, where the downtown commercial zoning district previously restricted a use to purely commercial or retail operations, the 2010 code allows for a mix of uses consisting of commercial and residential uses. Development design and associated code restrictions, defers to design standards and guidelines to create a compatible mix of uses that are accommodated through effective site and building design. Most importantly, the contextual analysis must look at how these varying ranges of uses might fit in contextually with the neighborhood. This contextual analysis should include 1) how a project is located and how it can be designed to be compatible with neighboring development in terms of building siting on the property, 2) how it functions in relation to the street3) ,how it links to the neighborhood, and 4) how the building's visual massing and architectural styling fits in.

General Plan and Zoning of Future Land Use Neighborhoods: Based on the Land Use Map, there are descriptions of the various **General Plan land use designations** and *Zoning District categories* related to the Manual with some limitations according to the General Plan and Zoning Code requirements. Please refer to Appendix E, Development Standards for more details of additional design requirements noted in these descriptions.

- **Estate Residential** (*R-E, Estate Residential Zoning District):* Single family house development characteristics and is intended 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

Figure 2
2010-30 General Plan Future Land Use and Growth Map (Map 3.5)



- has occurred on an individual lot basis rather than within an estate development. The area 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** *(R-S, Suburban Residential Zoning District)* Single family house development characteristics and is intended to provide larger individual home sites or increased open space on development tracts with the intent to preserve open space and provide significant buffers between buildings and development. This area 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** *(R-U, Urban Residential Zoning District)* Urban residential development characteristic providing 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. This area allows 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. 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. 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 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, Urban Residential High Density Zoning District)* Urban residential apartment and townhouse development characteristics and is intended to provide more intense higher density residential development of at least 16 dwellings per acre and give more opportunity to provide for the City's affordable housing needs.

- **Neighborhood Conservation** *(N-C, Neighborhood Conservation Zoning District)* Urban commercial, residential and mixed use characteristics and is intended to protect the character and function of established neighborhoods. This area is designed 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 are commensurate with the built environment, including certain allowances and waivers to allow building additions and improvements.

- **Suburban Commercial** *(C-S, Suburban Commercial Zoning District)* Commercial development characteristics is intended for office, retail, and related businesses that are in close proximity to low density residential neighborhoods. This area is limited to lower scale buildings not exceeding 15,000 square feet. This area is limited to one story buildings with 15 percent open space.

- **Commercial** *(C, Commercial Zoning District)* Commercial development characteristics and is intended to allow 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** *(C-D, Downtown Commercial Zoning District)* Urban commercial and mixed residential development characteristics and is intended for infill development within the immediate downtown core 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 higher density housing and off-site parking for all other residential unit types. A higher percentage of green space is required for higher density 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** *(B-P, Business Park Zoning District)* Industrial and business campus development characteristics and is intended 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 area 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** *(IN, Industrial Zoning District)* Industrial development characteristics and is intended to accommodate larger-scale and/or more intensive industrial uses, which may include manufacturing uses and those with outdoor operations and storage. This area district is designed to accommodate a broad assortment of 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.

- **Institutional** *(IS, Institutional Zoning District)* Community service facility development characteristics and is intended to accommodate institutional uses, such as schools, colleges, public service facilities, such as fire stations and sewer plants.

Built Form Context Analysis:

This analysis involves an illustrative and photographic inventory of the more significant built forms in Williams. Illustrations have been included to articulate the various character defining features of buildings that comprise defined architectural styles. The photos are various buildings in Williams that contribute most significantly to the City's character and create its design context from which more specific design guidelines have been established. The analysis breaks out the West and East sections of Williams into residential and commercial categories. Each category has its own related General Plan Land Use categories from which design character goals have been and design principals for the overall Manual have been discussed in previous chapters. Please note that many of these descriptions and basic analysis have come from the City's General Plan Update, March 2010 Background Report on Cultural Resources authored by Ric Windmiller. (refer to Appendix F of this Manual).

Residential Context for West Williams

Related General Plan Land Use Categories
Neighborhood Conservation
Suburban Residential
Urban Residential

Architectural Classifications:

Tudor Revival Style
The Tudor Revival proved somewhat popular in Williams, probably because houses in this style could be small and inexpensive. Typical characteristics are a steeply itched front gable, a stucco finish and what is sometimes interrupted with half-timbering and small paned windows. Some of the typical features of the style include steeply pitched roofs that are usually side gabled with intersecting extensions; decorative half-timbering and stucco siding, tall, narrow casement windows with multi-paned glazing; and massive exterior chimneys, often located on the front façade of the building
.

Figure 3
Tudor Style Architecture

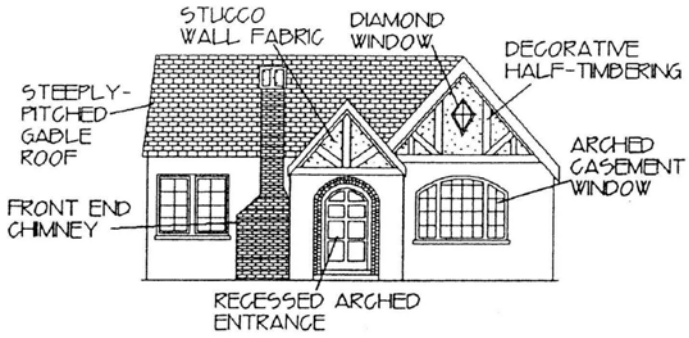


Photo 4A
Tudor Style House

Architectural Classification:

Frame Vernacular
This style of building is typically two stories in height incorporating a balloon wood frame structural system. They have a regular plan and are mounted on masonry piers, most often made of bricks. Plans are usually rectangular, though L-shaped plans were often used to maximum cross-ventilation. Early versions often have gable or hip roofs, steeply pitched to accommodate an attic. Horizontal wood weather-board, drop siding, and wood shingles are common exterior wall fabrics. Often employed as original roof surfacing materials, wood or pressed metal shingles have nearly always been replaced with composition shingles in a variety of shapes and colors. The façade is often placed on the gable end, making the height of the façade greater than its width. Porches are

also a common feature and include one-and two-story end porches or verandas. Windows are generally double-hung sash with multi-pain glazing. Decoration, generally limited to ornamental woodwork, includes a variety of patterned shingles, turned porch columns and balustrades, and knee braces and exposed rafter ends under the eaves.

Figure 4
Frame Vernacular

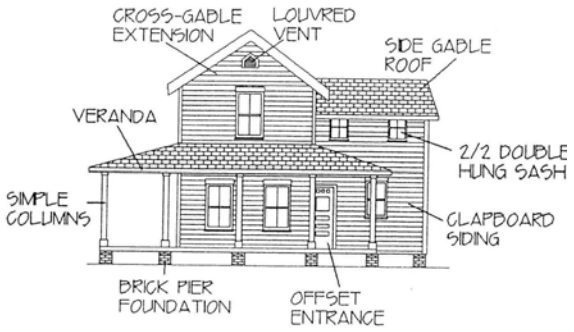


Photo 4B
Frame Vernacular House

Architectural Classification:

Cottage Vernacular
Distinctive features of the Cottage Vernacular include a two-story design, often with a bold interplay of horizontal planes against a vertical block and secondary vertical details pitched gable or hip roofs with boxed eves often contrast with dormers, massive chimneys, and horizontal ribbons of windows, often treated with leaded glass. Cantilevered overhangs, one-story porches, porte cocheres, or extensions with massive column supports are secondary features. Brick, stucco, tile, r rough face cast stone exterior wall fabrics often appear in combination with wood.

Figure 5
Cottage Vernacular

Photo 4C
Cottage Vernacular House

Architectural Classification:

Masonry Vernacular
These buildings are generally composed of brick, stone or concrete block with a front gable. It usually has a front porch. The roof of the side gable is generally parallel to the entrance or front façade with the gable ends facing the side.

Figure 6
Masonry Vernacular

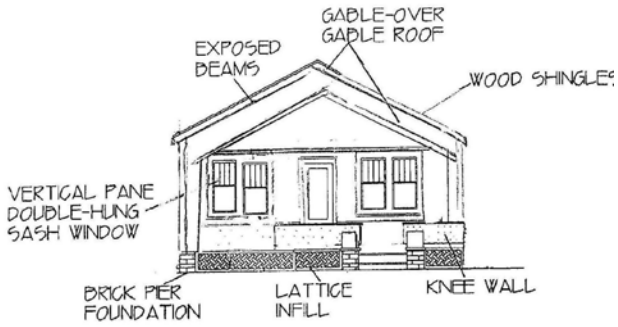


Figure 7
Minimal Traditional Style

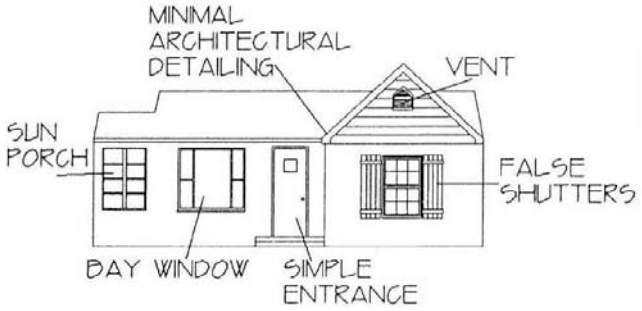


Photo 4D
Masonry Vernacular House

Architectural Classification:

Minimal Traditional Style
This style was introduced in the mid-1930's at the height of the Great Depression, as are relatively low-cost alternative to its high-style predecessors. Minimal Traditional building plans were adapted from the Tudor Revival cottage that was popular during the 1920's. Architectural detailing is sparse and limited to vague references to the Colonial Revival or Monterey styles. Unlike the preceding Tudor Revival style, roof slopes are moderate to low, and the eaves and rake are held close to the building surface. A common trait of this style is to have at least one front-facing gable extension and a large end, exterior chimney stack.

Photo 4E
Minimal Traditional Style House

Architectural Classification:

Queen Ann Victorian
This style of building includes an asymmetrical facade; dominant front-facing gable, often cantilevered out beyond the plane of the wall below; overhanging eaves; Dutch gables; a porch covering part or all of the front facade, including the primary entrance area. This design includes differing wall textures, such as patterned wood shingles shaped into varying designs, including resembling fish scales, terra cotta tiles, relief panels, or wooden shingles over brickwork, etc.; dentils; classical columns; spindle work; bay windows; horizontal bands of leaded windows; monumental chimneys; painted balustrades; and wooden or slate roofs.

Figure 8
Queen Ann Victorian Style

Photo 4F
Queen Ann Victorian Style House

Architectural Classification:

Craftsman Style
An informal, often sprawling appearance typifies this style, which got its start in Southern California. Details have a hand-made look. In the most outstanding examples of Craftsman architecture, shingles cover the walls, windows contain leaded glass, and eave overhang the walls and are supported by knee braces, exposed rafter tails and extended purlins. Porches have either heavy pillars, or simple posts that are often topped with decorative pegs. Elaborate examples of the style use stone or clinker brink for chimneys and porch walls.

Figure 9
Craftsman Style

Photo 4G
Craftsman Style House

Architectural Classification:

Bungalow Style
The most prominent characteristic of this style of building is its lack of height. With rare exceptions the Bungalow is a one or one and one half story building with a shallow-pitch roof. Although side-facing and front-facing gable roofs were common design features, some elaborate models display a complex roof structure. The typical model has two rooms across the main façade, emphasizing horizontality at the expense of height. The port, an integral part of a Bungalow, generally, complements the main block. Masonry piers on which the porch rests are continued above the sill line and serve as part of the porch balustate. The piers are surmounted by short wood columns upon which sit porch roofing members. Exterior sheathing materials vary from log, wood shingle, and drop siding, stucco and stone veneer. Fenestration is consciously symmetrical, although small windows typically

flank the chimney. Double-hung sash windows frequently appear in groups of two or three, with upper sashes divided into several vertical panes. Other features include dormers, carved rafter ends, and knee braces.

Figure 10
Bungalow Style Architecture

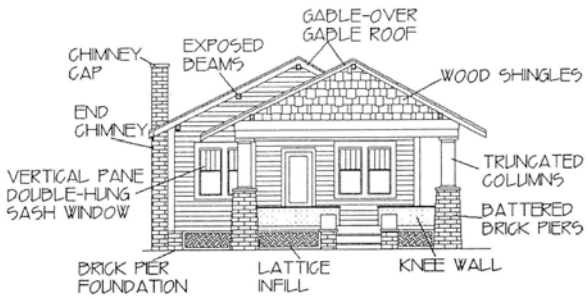


Photo 4H
Bungalow Style House

Residential Context for East Williams Area:

Related General Plan Land Use Categories:
Neighborhood Conservation t
Suburban Residential

Architectural Classification:

Neo Eclectic Style:
An informal, sprawling appearance typifies this style which comes from a variety of designs, such as Contemporary Ranch and Split-Level Ranch with details barrowed from Mediterranean or Colonial styles. Defining features include low pitched gable roofs, deep-set eaves, large windows, attached garages. This style is generally used in large production housing tracts where there are limited housing models selected to be constructed on smaller lots for overall reduced development costs.

Photo 4I
Neo Eclectic Style House

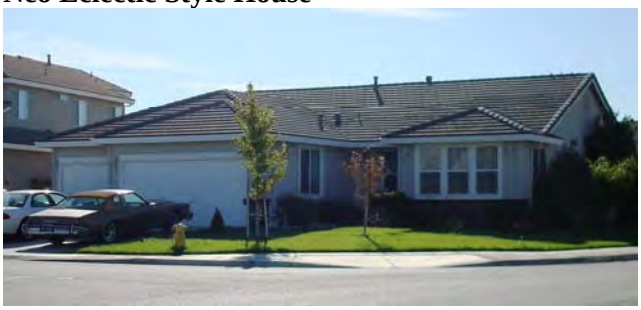


Photo 4J
Neo Eclectic Style House

Commercial Context for West Williams Area:

Related General Plan Land Use Areas:
Suburban Commercial
Commercial
Downtown
Business Park

Architectural Classification:

Mercantile Masonry
(aka. Masonry Vernacular) is more commonly associated with commercial building than with residential architecture. The name applies to a large range of buildings, from relatively small

one-story stores and shops to four-story buildings that contain a variety of uses, including apartments and public meeting halls in the upper stories. Elaborate late 19th century models often displayed heavily accented cornices, window hoods, and iron-framed storefronts. Oriels or bays protruded from corners or wall surfaces. Commercial vernacular designs of the 1920s were often influenced by Spanish or Art Deco designs of the period, and hollow tile became commonly used in structural systems. During the 1930s, the International Modernistic styles influenced vernacular designs, and reinforced concrete construction techniques became more frequently used to produce a variety of forms.

Figure 11
Mercantile Masonry Style

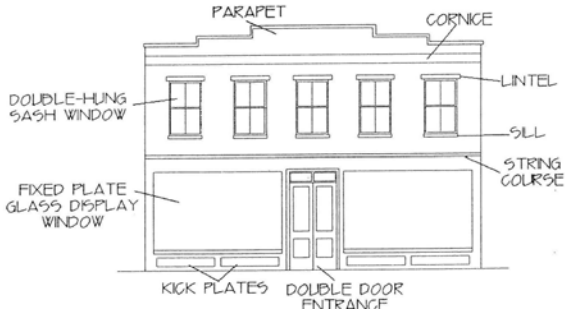


Photo 4K
Mercantile Masonry Style

Architectural Classification:

Western "False Front" Vernacular
This commercial vernacular building type dominated the western frontier between 1850 and 1920 as they were easily constructed, meeting the urgent demands for new commercial space during the rapid push westward. It is simplicity itself being a rectangular wooden box faced at the gable end or along the long axis of the building with a wooden parapet giving a signboard appearance. It was usually fronted with an open shed roofed porch. Sash windows and outward opening double-glassed doors gave way to fully glassed recessed commercial facades as time progressed. The parapet might be used as a signboard or in some instances had a cornice capping its otherwise plain surface.

Figure 12
Western "False Front" Vernacular

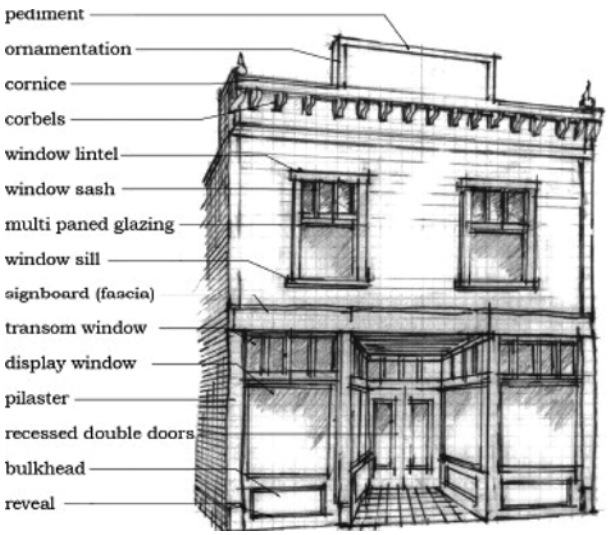


Photo 4L
Western "False Front" Vernacular

Photo 4M
Western "False Front" Vernacular

Architectural Classification:

Mediterranean Revival and Spanish Eclectic Style

The Mediterranean Revival and Spanish Eclectic styling has architectural elements with Spanish or Middle Eastern precedents. It was adapted for a variety of building types ranging from tourist hotels to public buildings. Hollow-tile construction was typically reserved for use on large, elaborate examples, with wood framing and stucco-on-lathe being the more common construction technique. The popularity of these styles became widespread, and many commercial and residential buildings underwent renovation in the 1920s to reflect Mediterranean and Spanish influences. Identifying features of this style include flat or hip roofs, usually with some form of parapet, ceramic tile roof surfacing, stucco facades, entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations.

Figure 13
Mediterranean Revival Style

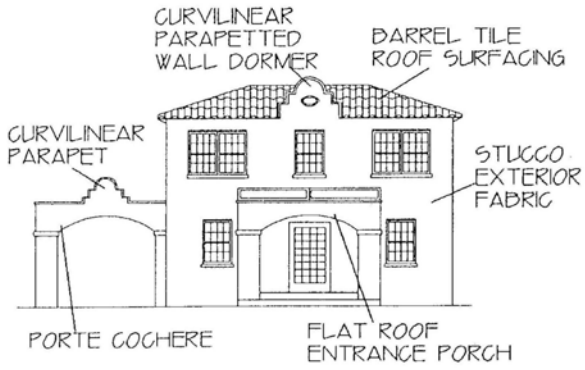


Photo 4N
Mediterranean Revival Style

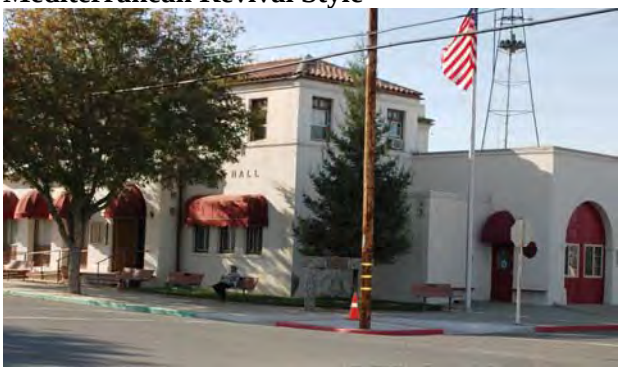


Photo 4O
Spanish Eclectic

Photo 4P
Barn Style

Photo 4Q
Barn Style

Architectural Classification:

Barn Style:
Several barn style buildings, built in the late 1800s are still in use in Williams. The DePue/Stoval Building (Photo 4P) is one of the largest buildings in Williams and dominates the architecture along the industrial section of town. It incorporates vertical wood board siding with a corrugated metal truss roof. A much smaller barn is located in West Williams that also displays a critical historic form of architecture that incorporates vertical board siding and a metal roof (Photo 4Q). This built form is a key element of contributing to Williams rural context.

Commercial and Institutional Context for East Williams Area:

Related General Plan Land Use Categories:
Suburban Commercial
Commercial
Business Park
Industrial
Institutional

Architectural Classification:

Neo Eclectic Style:
This design is dominated by franchise type architecture for such as fast food and fueling

station uses, but does incorporate some Spanish or Mediterranean characteristics, such as the use of mission tile roof features. There really is very little architectural relationship of this design with Williams' historical architecture to the west.

Photo 4R
Neo Eclectic Style

Photo 4S
Neo Eclectic Style

Architectural Classification:

Other Contemporary Styles:
Other styles of development include the Highway Patrol building and the Woodland Community College campus which may be defined as more contemporary. The Highway Patrol office incorporates a massive green metal roof supported on block and concrete walls with large framed windows which give the building an attractive sprawling character (refer to Photo 4T). The college campus has its own flavor of clustered buildings with shed roofs supported by angular columns on one side and a variety of flat roofs and glass dominated walls on the other side (refer to Photos 4U). The Highway Patrol building probably better represents the City's rural feel as the building has a barn like look to it.

Photo 4T
Contemporary Style

Photo 4U
Contemporary Style

Chapter 5
Contextual Design Preferences City of Williams Design Review Manual

Introduction: Through the contextual analysis, the visual image survey and direction from the Design Review Manual Ad-Hoc Committee, this Chapter defines what the preferred designs in the City of Williams are. The preferred designs focus on the specific architecture that has already been established in West Williams and the residential areas in East Williams. Since most of vacant territory planned for non-residential development in East Williams has experienced limited franchise designed development, this area requires more defined design parameters. This new design theme is presented in this Chapter. A Design Context Preference Catalogue presented later in this Chapter that provides photos of preferential designs/architecture that should be followed for the various neighborhoods that make up Williams.

Design Context Preference Catalogue

Use of Illustrations and Photos:

Throughout the Catalogue images are used to illustrate reference to the specific architectural style with which the image is associated and does not apply to other design factors. For example, an image used to illustrate and encouraged particular architectural style, such as Western "False Front" may also contain a site condition that is not encouraged. The intent is for the reader to focus on the options of each image highlighted with the caption.

Section I
Residential Design Preferences for West Williams

Related Design Principle: *Design for the Community's Historic Architectural Context*: Design for community's historic context that includes Western style architecture for commercial and industrial development in areas near the downtown and retain historical architecture in residential development that incorporates similar designs, such as Tudor Revival, Bungalow style, Frame, Cottage and Masonry Vernacular, Minimal Traditional and Craftsman style designs that blend in with the architectural theme of West Williams.

Related General Plan Land Use Categories
Estate Residential
Neighborhood Conservation
Suburban Residential
Urban Residential
Urban Residential-High Density

Description: Design preferences for this area consists of creating development that respects neighboring design and the historic charm of Williams. It retains and incorporates designs that include architectural defining features of the City's most notable architectural heritage. In the Estate Residential District house development characteristics are intended to provide for a rural lifestyle so a range of Ranch Style architecture is acceptable. In the Suburban Residential District, new development is also intended to provide for larger individual home sites with increased open space on development tracts with the intent to preserve open space and provide significant buffers between buildings and development. In the Urban Residential District, new development that is located in close proximity to the Neighborhood Conservation District shall be designed to incorporate compatible heritage architecture as described in the Neighborhood Conservation District. In the Neighborhood Conservation District, particular emphasis shall be placed on developing designs that use

specific designs, including Tudor Revival, Bungalow style, Frame, Cottage and Masonry Vernacular, Minimal Traditional and Craftsman architectural styles. Multiple family housing development, located in any of these districts shall incorporate compatible heritage architecture.

Section II
Residential Design Preferences for East Williams:

Related Design Principles:

Design for Community Scale: Design for the community scale and perceptions to create a sense of neighborhood and community. This theme incorporates a Rural Barn Style design theme, for non-residential development that is attractive to travelers, but is interesting to residents. It retains the Early California architecture, already established for suburban style single family residential development in East Williams, but encourage more creative designs that incorporate some architectural continuity to West Williams. Such designs include Tudor Revival, Bungalow style, Frame, Cottage and Masonry Vernacular, Minimal Traditional style and Craftsman building styles.

Incorporate Character Defining Features: Provide guidance to owners, architects, and designers in the application of Williams character defining design elements into more modern designed commercial and industrial centers and maintain a lower density suburban continuity to existing and surrounding residential neighborhoods.

Related General Plan Land Use Categories
Neighborhood Conservation
Suburban Residential
Urban Residential
Urban Residential-High Density

Description: The East Williams area had undergone significant residential tract home development. Much of this development looks the same in blocks and may be considered monotonous. As noted in the Contextual Design Analysis (Chapter 4), most of the development is considered built in a Neo-Eclectic style. New residential development in this area (excluding existing infill of approved subdivision maps) needs to retain an Early California Architecture that incorporates some heritage architectural features of the West Williams area. It should be compatible with the design themes already established in these subdivision tracts. The General Plan Land Use Element includes requirements for larger subdivisions to create a variety of lot sizes and designs to help avoid monotonous character. Architecture for these new subdivisions and for smaller subdivisions should involve more creative designs. .

Section III
Downtown Design Preferences (West Williams)

Related Design Principles:

1. ***The Central Focal Point:*** Reinforce and enhance the City's Downtown as one of the primary focal points of the community.

2. ***Design for the Human Scale:*** Design for the human scale and perceptions to create a sense of neighborhood and community that draws from the existing Old Town Williams historic character and is both interesting and comfortable for walking.

3. ***Community Focus:*** Design to create an identifiable commercial core that is the focus of the surrounding residential neighborhood and provides a social place where people want to gather.

4. ***Cultural Design Reference:*** Provide guidance to owners, architects, and designers in the utilization of Williams' historic and cultural roots and character. This should involve providing a unique and harmonious physical downtown area. The Williams community has selected the architectural style of "frontier or western design" as best representative of the historic past. Thisstyle is best suited to for providing a sense of community within the neighborhood conservation and commercial core areas in and around the downtown .

5. ***Mixed Use:*** Design for a mix of residential and commercial land uses to vitalize the community and encourage people to live near where they work.

Related General Plan Land Use Categories
Downtown

Description: This district has a mix of commercial and residential development that is intended for infill development within the immediate downtown core. It should have an urban character, which is a result of building enclosure due to narrow or no setbacks, preferably minimum two-story building heights, high building coverage and floor area ratios, and on-street or off-site parking. . Design preferences for this area focus on enhancing the Downtown urban environment. It should retain historic building features and insure new development is compatible in design with the City's cultural hub. Preferential designs include Mercantile Masonry, Western "False Front" Vernacular, Mediterranean Revival and Spanish Eclectic architecture.

Section IV
Commercial and Suburban Commercial Design Context Preferences (East and West Williams)

Related Design Principles:

West Williams:

1. ***Design for the Community's Historic Architectural Context***: Design for community's historic context that includes Western style architecture for commercial and industrial development in areas near the downtown.

East Williams Design Principles:

2. ***Design for Community Scale:*** Design for the community scale and perceptions to create a sense of neighborhood and community. Thist incorporates a Rural Barn Style design theme, for non-residential development that is attractive to travelers, but is interesting to residents.

3. ***Consider Community Focus:*** To create an identifiable commercial shopping area that is the focus of the surrounding residential neighborhood and provides social places for people to gather.

4. ***Incorporate Character Defining Features:*** Provide guidance to owners, architects, and designers in the application of Williams character defining design elements into more modern designed commercial and industrial centers. Thisapproach maintains a lower density suburban continuity to existing and surrounding residential neighborhoods.

Related General Plan Land Use Categories
Commercial

Suburban Commercial

Description: These commercial districts include single or multi-tenant buildings on individual sites. They 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.

Design preferences for this area are directed toward reflection of the qualities of Downtown architecture, particularly for the West Williams area and developing a "Barn Style" rural flavor, and to a less extent, other forms, such as Mediterranean Revival, Mercantile Masonry and Western "False Front" styles. As compared to more narrowly defined architectural character for the Downtown, more variety of architecture may be applied in these neighborhoods.

Section V
Business Park Design Preferences (East and West Williams)

Related Design Principles:

West Williams:

1. ***Design for the Community's Historic Architectural Context***: Design for community's historic context that includes Western style architecture for commercial and industrial development in areas near the downtown.

East Williams Design Principles:

2. ***Design for Community Scale:*** Design for the community scale and perceptions to create a sense of neighborhood and community. This approach incorporates a Rural Barn Style design theme, for non-residential development that is attractive to travelers, but is interesting to residents.

3. ***Consider Community Focus:*** To create an identifiable commercial shopping area that is the focus of the surrounding residential neighborhood and provides social places for people to gather.

4. ***Incorporate Character Defining Features:*** Provide guidance to owners, architects, and designers in the application of Williams character defining design elements into more modern designed commercial and industrial centers and maintain a lower density suburban continuity to existing and surrounding residential neighborhoods.

Related General Plan Land Use Categories
Business Park

Description: This district is intended to create business campus development characteristics and 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 The Business Park area 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.

Preferences for this area include developing higher scale designs directed toward reflection of the qualities of downtown architecture, particularly for the West Williams area. Designs may alos include "Barn Style" rural flavor, and

to a less extent, other forms, such as Mediterranean Revival, Mercantile Masonry and Western "False Front" styles. As compared to more narrowly defined architectural character for the Downtown, more variety of architecture may be applied in these neighborhoods.

Section VI
Industrial Design Preferences (East Williams)

Related Design Principles:

Design Principles:

1. ***Design for Community Scale:*** Design for the community scale and perceptions to create a sense of neighborhood and community that incorporates a Rural Barn Style design theme, for non-residential development that is attractive to travelers, but is interesting to residents.

2. ***Consider Community Focus:*** To create an identifiable commercial shopping area that is the focus of the surrounding residential neighborhood and provides social places for people to gather.

3. ***Incorporate Character Defining Features:*** Provide guidance to owners, architects, and designers in the application of Williams character defining design elements into more modern designed commercial and industrial centers and maintain a lower density suburban continuity to existing and surrounding residential neighborhoods.

Related General Plan Land Use Categories
Industrial

Description: This district is intended to accommodate larger-scale and/or more intensive industrial uses, which may include manufacturing uses and those with outdoor operations and storage. This area district is designed to accommodate a broad assortment of one-story industrial developments. Design preferences for this area are reminiscent of heritage architecture that includes "Barn Style" rural flavor.

Chapter 6
Community Design Guidelines City of Williams Design Review Manual

Introduction: The Community Design Guidelines are intended to provide design professionals, property owners, developers, and citizens-at-large with a clear and common understanding of the City's expectations regarding the aesthetics and functionality of development proposals. They are subject to interpretation and flexible application, and do not exhibit the same rigidity and regulatory mandate contained in City ordinance. However, they do constitute a directive framework forexpressing the City's design concerns and preferences. Therefore, proposed developments are expected to reflect the principles and expectations elaborated by the Guidelines.

The Community Design Guidelines are organized into various sections based upon the land use/development type under consideration. There are separate sections for single-family and multiple family residential, commercial, office, and business park/industrial. Each of these sections contains design criteria involving site planning, architectural elements, streetscape design, circulation, lighting, signage and other matters critical to a proposed project's appearance, function and impact on the community. While there are common elements and issues, each section does address design aspects unique to the land use/development type under consideration. Additional sections for special planning circumstances have also been included in this chapter, such as design for large box commercial and metal buildings and design criteria for the downtown area.

Code Enforcement and Compliance:

The Community Design Guidelines are also intended to be used as a guide for community expectations for maintenance and general appearance of properties within the City.

Use of Terms: Should, Shall Encourage and Discourage:

Throughout the terms should, shall, encourage and discourage are used extensively and should be defined as follows:

Should: As used herein, signifies a directive and to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.

Shall: As used herein, are mandatory and must be included in the project's design.

Encourage and Discouraged: As used herein, are desirable but not mandatory.

Use of Illustrations and Photos:

Throughout the Guidelines images are used to illustrate the guidelines that should be reviewed in reference to the specific guideline with which the image is associated and not with all of the guidelines within the document. For example, an image used to illustrate an encouraged style of roof treatment may also contain a site condition that is not encouraged. The intent is for the reader to focus on the options of each image highlighted with the caption, callouts, and associated text. In addition, though an image may only illustrate a portion of the guideline with which it is associated, the intent of the entire guideline should be met. The illustrations and photos depict examples or options for implementation of a recommended policy.

Design Guidelines

Section I
Residential Design Projects

1.1 Residential Design Goals:

a. To develop new residential building architecture oriented to the design context of Williams.

b. To encourage design that is attractive and safe for residents;

c. To encourage design that reflects the quality and character of Williams.

d. To contribute to creating a "pedestrian friendly" environment for the community.

1.2 General Design Intent:

a. To emphasize and encourage new development in context to the City's Design Preferences for the three design areas of Williams.

b. To seek site designs that conserve community attributes and that provide a sense of natural setting and continuity with the past.

c. To integrate the natural and built environment through preservation and enhancement of natural features of a site as an element within the overall design.

d. To encourage design that adds to the character of the community by providing opportunities for integration of the project with the adjacent properties, the neighborhood and the City.

e. To encourage site design that incorporates orientation and siting for climate and energy conservation.

f. To ensure commercial project sites are designed to include a mix of building, landscape/open space, and parking and circulation areas in balanced proportions that create appropriate mass and scale relationships within and between adjacent projects/properties.

Organization of Section I: This section is broken down into three categories; A) Guidelines for Single Family Residential Development, B) Guidelines for Multiple Family Residential Development, such as apartment and townhouses and C) Special Development Guidelines for Pre-designed Subdivisions, generally developments consisting of more than four individual lots that include construction designs for houses on these lots.

A-Single Family Development Guidelines

2.1-A General Design Considerations for Single Family Development

Photo 6IA
Preferred single-family design

a. Design preferences provided in Chapter 5 of this Manual shall be used as the guiding design and architectural style for new development projects.

b. Building design shall recognize and protect the major view corridors of the site and adjacent neighborhood to and from the natural and built environment.

c. Building design shall add to the existing identifiable and unique sense of place in the neighborhood.

d. Building design shall encompass the whole building (i.e., all sides) with a continuation of architectural elements, treatments, colors and careful attention to details.

e. Infill building design shall be consistent with the neighborhood's historical development types in terms of scale, design and materials.

f. New development shall recognize, respect, preserve and be compatible with existing historic structures of Williams. Older buildings, which retain much of their original design shall be preserved and restored where feasible.

Photo 6IB
Preferred single-family design

2.2-A Site Planning and Building Placement for Single Family Development

a. All new projects shall consider the influence on neighboring properties and should integrate the relationships between the old and new developments to create a pleasing transition. Adjacent properties zoned differently shall minimize impacts on the property zoned for lower density. This can be achieved through orientation, setbacks, building heights, buffering, fencing, landscaping, or design details.

b. Buildings shall be designed to take advantage of sunlight, existing circulation, natural landscaping, open space and attractive views such as prominent landmarks, historic buildings and the natural environment.

c. The placement and design of new structures should respect attractive views such as prominent landmarks, historic buildings and the natural environment.

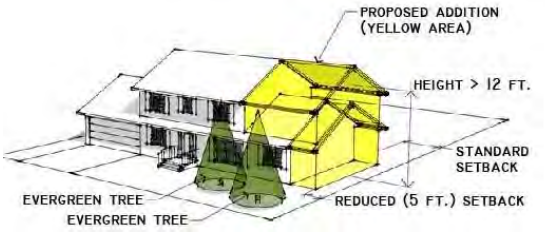
d. Development design should include preservation of natural site features, such as rock outcrops or large trees, to the extent feasible. Said resources should be incorporated into Development and public views of them should be maintained.

e. Ground floor residential entries shall be oriented to the streets to encourage public activity and welcome visitors.

Photo 6IC
Preferred entry ways

f. Projects with more than one story should have increasingly larger setbacks per number of floors from adjacent residential or open space zones.

Figure 14
Illustrates building height to setback requirements established in the Zoning Code.



g. The site plan shall exhibit a desirable transition with the streetscape and provide for adequate planting, drainage, safe pedestrian movement, parking areas and landscaping.

2.3-A Building Setbacks for Single Family Development

a. The setbacks for individual projects shall comply with the minimum requirements set forth in the Zoning ordinance.

d. Building setbacks from public streets in infill developments must respond to and complement the surrounding building setbacks.

Photo 6ID
Infill housing design compatible with neighborhood architecture

For further information regarding minimum development requirements refer to Appendix D, Development Standards.

2.4-A Massing and Form for Single Family Development

a. Building design shall respect the height and scale of the surroundings in both the built and natural environment.

b. Building design shall utilize materials, colors and forms to reflect the attention to detail that enhances Williams' community character.

c. Garages and carports should oriented to the side or located behind the main building to avoid the dominance of these features. If garages and/or carports face to the street, they should be articulated with insets, trellis features and/or door design so that they become an integral architectural feature of the main building.

Figure 15
Preferred Garage Placement

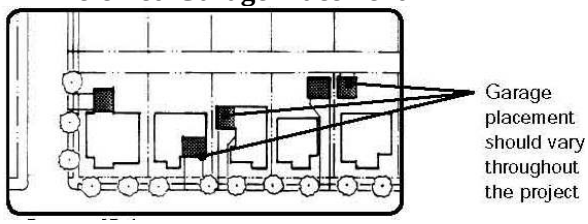


Photo 6IE
Preferred garage location

d. The height of a building should be taken into account when determining the distance between structures to optimize privacy and suitable scale and balance within the development.

e. Buildings should be designed and oriented to reduce overview from second story units

into private backyards and patio areas of on-site and adjacent developments.

2.5-B Architectural Elements for Multiple Family Development

a. Building facades shall be varied and articulated to provide visual interest and avoid a monotonous streetscape. Frequent building entries and windows should face the street.

b. Main building entries shall be emphasized through building articulation and form to be easily identifiable and visible from the street and parking areas and to create a focal point on the front elevation. Detail treatments at doors and entries should include the use of porches, tile, color, ornamental techniques, moldings, small roofs or combinations of architectural features.

Photo 6IF
Welcoming entryway

c. All facades shall exhibit three-dimensional detailing to cast shadows and create visual interest on the facade.

The elements used to provide relief can include projections, trellises, detailed parapets and arcades.

Photo 6IG
Preferred porch and detailing

d. Windows, entryways, columns and other architectural features shall be compatible with the streetscape and create a repetitive rhythm that creates human scale and encourages continued walking along the street when the building interfaces directly with the street corridor.

e. Designs shall relate to the surrounding architecture by providing similar facade treatments.

f. Windows shall have details appropriate to the buildings architectural style.

g. Front porches and balconies are encouraged and should face the street to provide spaces for social interaction within a neighborhood.

Photo 6IH
Front porch details

h. Architectural features that create private or semi-private transitional space between buildings and streets such as porches, balconies, patios, staircases and courtyards are highly encouraged.

i. Protected courtyards, porches, arcades, verandas and/or overhangs shall be provided as a means of shading exterior wall surfaces and windows from direct sun exposure as well as adding visual character to the building.

j. Access ramps, and other entry access ways for the disabled should be designed as an integral part of the building.

k. All railing including stairway handrails and guardrails and decorative railing shall be constructed of wood or metal and should be painted to coordinate with other building features and elements.

Photo 6II
Preferred fencing features

2.5-A Architectural Elements for Single Family Development

a. Building facades shall be varied and articulated to provide visual interest and avoid a monotonous streetscape. Frequent building entries and windows should face the street.

b. Main building entries shall be emphasized through building articulation and form to be easily identifiable and visible from the street. Detail treatments at doors and entries should include the use of porches, tile, color, ornamental techniques, moldings, small roofs or combinations of architectural features.

c. All facades shall exhibit three-dimensional detailing to cast shadows and create visual interest on the facade. The elements used to provide relief can include projections, trellises, detailed parapets and arcades.

d. Windows, entryways, columns and other architectural features shall be compatible with the streetscape and create a repetitive rhythm that creates human scale and encourages continued walking along the street when the b

e. Windows shall have details appropriate to the buildings architectural style.

Photo 6IJ
Appropriate window design

f. Front porches and balconies are encouraged and should face the street to provide spaces for social interaction within a neighborhood.

g. All railing and fencing, including stairway handrails and guardrails and decorative railing shall be constructed of wood or metal and should be painted to coordinate with other building features and elements.

h. Mail delivery facilities in pre-designed subdivisions should be “Gang” type delivery and collection boxes. These facilities should be included on site (located out of pedestrian and
vehicular circulation) with paved areas for pedestrian access and landscaped screening as determined by the U.S. Postal Service.

2.6-A Roofs for Single Family Development

a. Roof forms are an integral part of the building design and shall be used to complement and enhance the building style and Architecture.

b. Rooflines should be varied and articulated to eliminate blank expanses of building mass and should create a continuous harmony throughout the development.

Photo 6IK
Varied rooflines

c. Roofline cornices, shadow lines and detailed eaves should be carefully and thoughtfully detailed to create interest on the building façade neighborhood and the quality and style of other building materials used.

d. Appropriate roofing material considerations for use in the Williams area include, but are not limited to, slate, concrete tile (flat with smooth or raked finish), copper, standing seam or batten metal roof (factory applied enamel finishes only), corrugated metal simulated wood shakes or shingles and architectural grade composition shingles. For pre-designed subdivisions in the East Williams Design Area, the majority of roofing shall be composed of concrete tile.

e. Roof overhangs on south and west facing walls of buildings offer effective protection of window areas from the summer sun, while allowing in the lower winter sun rays.

2.7-A Materials and Finishes for Single Family Development

a. High quality durable materials, such as stone, river cobble, brick, block, wood, tile, plaster, board and batt siding and horizontal siding shall be utilized in the natural or manufactured appearance and placed carefully to ensure that the material will not require subsequent painting or other colorization for long term appearance and maintenance.

Photo 6IL
Wall material example

b. Texture and color shall be used to reduce apparent size of building and create visual harmony while enhancing the streetscape appearance of the building. Aesthetic use of materials, textures and colors should be extended to all elevations.

c. Color selection for buildings shall reflect or complement the natural environment of the Williams area utilizing earth tone and natural colors. Color Palettes may include the introduction of bright accent colors for

emphasizing details.

d. Refer to Section IV of this chapter concerning special color and design treatment for development within the Downtown area.

e. Any metal exposed on buildings shall be of architectural quality, color and texture and should be harmonious with the surrounding neighborhood buildings. It should be composed of low glare materials, which will not result in off-site light glare or have an unfavorable appearance when viewed from public streets or from other surrounding areas.

Refer to Appendix D, Section VIII of the Manual concerning design standards and policies concerning colors and painting and repainting of buildings.

3.0-A Circulation for Single Family Development

a. Site layouts shall be designed to provide pedestrian accessibility from the public pedestrian system to the main building entrance(s) to minimize the conflict with vehicular circulation.

b. Pedestrian pathways should utilize common design elements, i.e., colors, textures, materials, pedestrian scale lighting, etc.

c. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet. Accent paving materials should be used at entry and transition areas within public sidewalks or pavement areas.

Photo 6IM
Sidewalk transition

d. Refer to the City's Parking Standards, Appendix D, Section II of the Manual for minimum design standards.

e. New residential projects and significant remodels shall provide continuous pedestrian walkways in the public right-of-way or landscape corridor. Street sidewalks should be placed so that a minimum of six feet exists between the sidewalk and back of curb to allow for street tree planting in a planting strip or tree well.

f. Site layouts shall be designed to provide pedestrian accessibility from the public pedestrian system to the main building entrance(s) to minimize the conflict with vehicular circulation.

4.0-A Streetscape Design for Single Family Development

a. Buildings, parking and paved areas shall be set back from the front property line along a public way to allow for a sidewalk and sufficient width of landscaped area along the length of the frontage to establish a streetscape presence.

b. Landscaping shall be used to enhance the streetscape design of residential areas within Williams by providing shade, defining public areas, softening hardscape,

and accenting architectural elements.

c. The "street edge" shall be defined through consistent setbacks, landscaping, walls, building placement and street trees that define pedestrian and vehicular corridors while providing a welcoming "pedestrian friendly" space.

d. Recreational facilities should be located and/or designed to minimize nuisance impacts on adjacent properties. Sufficient setbacks, landscaping and berming between recreation facilities and surrounding units should be provided to minimize noise and visual conflicts.

e. Each dwelling unit, where feasible, should have a private usable open space area.

Photo 6IN
Private open space

f. Common open space for all units, where feasible, should include areas where passive or recreational activities can occur. Required setbacks and incidental remote areas should be used for buffering, berming or screening. Common areas should be readily accessible from all buildings and should be integral to the on-site pedestrian system.

5.0-A Landscaping for Single Family Development

a. Refer to Appendix D, Section III for more specific design standards for landscaping, recommended trees and plans and planting requirements.

b. The natural characteristics of the site including existing trees, rock outcroppings, slope and/or other natural features, soil type, climatic conditions, topography, drainage patterns and solar orientation should be incorporated into the landscape design to visually enhance development.

c. Landscape designs shall complement and enhance, rather than replicate, adjacent site landscaping. Native plant materials shall be used. Use of turf shall be limited to accent areas and activity areas pursuant to the City's Water Efficient Landscape Regulations.

d. Site areas not used for buildings, parking or other designated functions that are visible from the street shall be landscaped.

e. Street trees should be planted at intervals to create a full canopy of shade along sidewalks and walkways, when the trees mature. Trees should be protected with tree grates and tree fences when appropriate to allow for growth and maturing of the tree.

f. Trees and shrubs planted at all intersections and driveways shall be selected and located to maintain a safe sight line distance for vehicles and pedestrians.

g. Landscaping should have little or no mess, should be drought tolerant or native species, and should have relatively open structure to allow light to penetrate. Plant materials for streetscapes should be selected and located to avoid future conflicts with underground and overhead utility lines, easements, services and equipment.

6.0-A Other Design Features for Single Family Development

6.1-A Fencing and Screening for Single Family Development

a. Walls and fences shall be made of native

stone, masonry with cement plaster finish, wood, vinyl clad, chain link, detailed wrought iron or brick. Use of chain link fencing in front yards is prohibited by the Zoning Code. If chain link fencing is used, it should consist of a high quality color vinyl coated design.

b. Screen materials and colors shall complement the buildings architectural style utilizing the prevalent materials and design for the structure and the neighborhood. Materials and finishes shall be durable, able to withstand local climatic conditions and easily maintained.

6.2-A Lighting for Single Family Development

a. Main building entries should have the highest amount of illumination followed by the pedestrian walkways.

b. Exterior lighting should be used to enhance architectural, landscaping and other project features with the exception of roof lights or lighted roof panels. Fixtures, standards and all exposed accessories should be harmonious with building design.

c. Lighting levels should be limited to the minimum levels necessary to provide public safety. Lighting fixtures should be thoughtfully placed to avoid light spillage and glare on adjacent properties."Down shine" luminare should be utilized.

d. Lighting fixtures should be thematic to complement the architecture of the project and should be of durable and vandal resistant materials and construction. Energy efficient lighting shall also be utilized.

e. Lighting levels should be limited to the minimum levels necessary to provide public safety. Lighting fixtures should be thoughtfully placed to avoid light spillage and glare on adjacent properties. "Down shine" fixture design shall be required.

6.3-A Screening for Single Family Development

a. Screening of building equipment shall be integrated into the building design to prevent undesirable views from public roadways, adjacent properties and other areas from which observation by the public may occur.

b. Building equipment and storage on the ground should be screened from public view with durable materials that complement the building and the environment..

c. Ground mounted utility infrastructure, including HVAC units, electrical switch gear or panels, telephone or cable boxes, gas meters, fire sprinkler risers, irrigation controllers and lighting timers shall be oriented away from public view corridors and appropriately screened with architectural enclosures (integrated into the building design) or landscape screen treatment (evergreen shrubbery) to the maximum extent permitted by the utility.

d. Solar panels are encouraged and should be integrated into the design of the roofs. If solar components are of such a nature that they cannot be made visually pleasing, they should be hidden from view with screening.

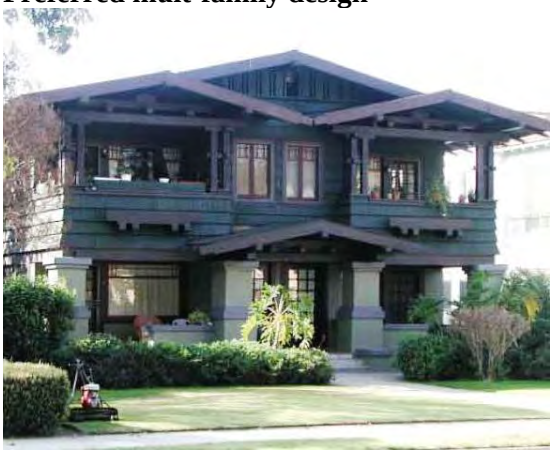
6.4-A Screening for Single Family Development

a. All refuse and recycling containers shall be placed within screened storage areas or enclosures that are approved by the City. If the storage area is located in the garage, a separate defined area, clear from vehicle parking, laundry facilities and other use areas shall be provided.

B-Multiple Family Guidelines

2.1-B General Design Considerations for Multiple Family Development

Photo 6IO
Preferred mult-family design



a. Design preferences provided in Chapter 5 of this Manual shall be used as the guiding design and architectural style for new development and sign projects.

b. Building design shall recognize and protect the major view corridors of the site and adjacent neighborhood to and from the natural and built environment.

c. Building design shall add to the existing identifiable and unique sense of place in the neighborhood or create that feeling through pedestrian scale facilities and appurtenances.

Photo 6IP
Creating identifiable neighborhoods

d. Building design shall encompass the whole building (i.e., all sides) with a continuation of architectural elements, treatments, colors and careful attention to details.

e. Infill building design shall be consistent with the neighborhood's historical development types in terms of scale, design and materials.

f. Building design shall be completed by a licensed Architect or building design professional pursuant to state law.

g. New development shall recognize, respect, preserve and be compatible with existing historic structures of Williams. Older buildings, which retain much of their original design shall be preserved and restored where feasible.

h. Building design should incorporate design for climate and energy conservation.

i. Recreational facilities should be located and/or designed to minimize nuisance impacts on adjacent properties. Sufficient setbacks, landscaping and berming between recreation facilities and surrounding units should be provided to minimize noise and visual conflicts.

j. Each dwelling unit, where feasible, should have a private usable open space area directly accessible to the unit. Common open space for all units should include areas where passive or recreational activities can occur. Setbacks and incidental remote areas should be used for buffering, berming or screening. Common areas should be readily accessible from all buildings and should be integral to the on-site pedestrian system.

k. Specific design standards have been developed for the Urban Residential High Density District (R-U-HD). Please refer to Appendix D, Section I regarding Zoning Code development standards.

2.2-B Site Planning and Building Placement for Multiple Family Development

a. All new design proposals shall consider the influence on neighboring properties and should integrate the relationships between the old and new developments to create a pleasing transition. Adjacent properties zoned differently shall minimize impacts on the property zoned for lower density. This can be achieved through orientation, setbacks, building heights, buffering, fencing, landscaping, or design details. This site plan shall reflect the need for privacy of adjacent residents.

b. Buildings shall be designed to take advantage of sunlight, existing circulation, natural landscaping, open space and attractive views such as prominent landmarks, historic buildings and the natural environment.

c. The placement and design of new structures should respect attractive views such as prominent landmarks, historic buildings and the natural environment.

d. Development design should include preservation of natural site features, such as rock outcrops or large trees, to the extent feasible. Said resources should be incorporated into Development and public views of them should be maintained.

e. Ground floor residential entries shall be oriented to the streets to encourage public activity and welcome visitors. Ancillary units and upper floor units in multi-family developments may be accessed from the rear of the building.

f. Projects with more than one story should have increasingly larger setbacks per number of floors from adjacent residential or open space zones.

g. The site plan shall exhibit a desirable transition with the streetscape and provide for adequate planting, drainage, safe pedestrian movement, parking areas and landscaping.

h. Detached buildings shall be located so that the primary entrance to each unit does not open directly onto the parking area. Landscaped patios, courtyards or open space are techniques in which this can be accomplished.

2.3-B Building Setbacks for Multiple Family Development

a. The setbacks for individual projects shall comply with the minimum requirements set forth in the Zoning ordinance.

b. Avoid the appearance of monotonous structures. Open space breaks, clustering varied building placement and a diversity of building types should be used to create identifiable and physical neighborhoods.

c. Building setbacks should be used to enhance privacy and security, provide distance and space for light and air and to create space where landscaping can be established to buffer adjacent properties.

d. Building setbacks along street frontages should be minimized to create a safer and more active streetscape. If units are set back from the street, the area between the street and the units should be landscaped.

e. Building setbacks from public streets in infill developments must respond to and complement the surrounding building setbacks.

For further information regarding minimum development requirements refer to Appendix D, Development Standards.

2.4-B Massing and Form for Multiple Family Development

a. Building design shall respect the height and scale of the surroundings in both the built and natural environment.

b. Building design shall utilize materials, colors and forms to reduce the large scale of commercial and/or office buildings, and reflect the attention to detail that enhances Williams' community character.

c. Multi-story buildings shall scale down their facades to reduce apparent height and should incorporate some one-story elements to "soften" the buildings overall mass and be of human scale at street level.

d. Developments of greater than four (4) units shall include a variety of size and design types.

e. Large blank walls in pedestrian traffic areas are discouraged. Articulated and angled walls, varied setbacks, facade treatments, and detailing techniques shall be used to create interest. Vertical and horizontal wall articulation, such as variation in the wallplane, color changes, or material use, can be used to visually divide the building into smaller sections.

f. All units in row-type residential buildings should be unique and varied in design to provide visual difference. Large or long continuous wall planes should be avoided. Vertical and horizontal wall articulation, such as variety in the height and wall depth of structures, can be used to visually divide the buildings into smaller sections.

g. Multi-family garages and carports should be set behind the front facade or placed in the rear of the building to minimize the visual impact of such facilities.

h. The height of a building should be taken into account when determining the distance between structures to optimize privacy and suitable scale and balance within the development.

i. Buildings should be designed and oriented to reduce overview from second story units into private backyards and patio areas of on-site and adjacent developments.

2.5-B Architectural Elements for Multiple Family Development

a. Building facades shall be varied and articulated to provide visual interest and avoid a monotonous streetscape. Frequent building entries and windows should face the street.

Photo 6IQ
Articulated building facades

b. Main building entries shall be emphasized through building articulation and form to be easily identifiable and visible from the street and parking areas and to create a focal point on the front elevation. Detail treatments at doors and entries should include the use of porches, tile, color, ornamental techniques, moldings, small roofs or combinations of architectural features.

c. All facades shall exhibit three-dimensional detailing to cast shadows and create visual interest on the facade.
he elements used to provide relief can include projections, trellises, detailed parapets and arcades.

d. Windows, entryways, columns and other architectural features shall be compatible with the streetscape and create a repetitive rhythm that creates human scale and encourages continued walking along the street when the building interfaces directly with the street corridor.

e. Designs shall relate to the surrounding architecture by providing similar facade treatments.

f. Windows shall have details appropriate to the buildings architectural style.

g. Front porches and balconies are encouraged and should face the street to provide spaces for social interaction within a neighborhood.

h Architectural features that create private or semi-private transitional space between buildings and streets such as porches, balconies, patios, staircases and courtyards are highly encouraged.

Photo 6IR
Multi-family design features

i. Protected courtyards, porches, arcades, verandas and/or overhangs shall be provided as a means of shading exterior wall surfaces and windows from direct sun exposure as well as adding visual character to the building.

j. Access ramps, and other entry access ways for the disabled should be designed as an integral part of the building.

k. All railing including stairway handrails and guardrails and decorative railing shall be constructed of wood or metal and should be painted to coordinate with other building features and elements.

l. Mail delivery facilities in multi-family projects should be “Gang” type delivery and collection boxes. These facilities should be included on site (located out of pedestrian and vehicular circulation with paved areas for pedestrian access and landscaped screening as determined by the U.S. Postal Service. Refer to Appendix D, Section VI, regarding designs for mail delivery features.

Photo 6IS
Multi-family mail delivery facility

m. Solar panels are encouraged and should be integrated into the design of the roofs. If solar components are of such a nature that they cannot be made visually pleasing, they should be hidden from view with screening.

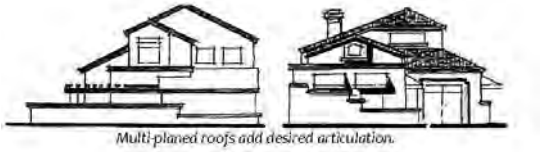
2.6-B Roofs for Multiple Family Development

a. Roof forms are an integral part of the building design and shall be used to complement and enhance the building style and Architecture.

b. Rooflines should be varied and articulated

to eliminate blank expanses of building mass and should create a continuous harmony throughout the development.

Figure 16
Multi-plane rooflines



Multi-planed roofs add desired articulation.

c. Roofline cornices, shadow lines and detailed eaves should be carefully and thoughtfully detailed to create interest on the building façade neighborhood and the quality and style of other building materials used.

d. Appropriate roofing material considerations for use in the Williams area include, but are not limited to, slate, concrete tile (flat with smooth or raked finish), copper, standing seam or batten metal roof (factory applied enamel finishes only), corrugated metal simulated wood shakes or shingles and architectural grade composition shingles.

e. Roof overhangs on south and west facing walls of buildings offer effective protection of window areas from the summer sun, while allowing in the lower winter sun rays.

2.7-B Materials and Finishes for Multiple Family Development

a. High quality durable materials, such as stone, river cobble, brick, block, wood, tile, plaster, board and batt siding and horizontal siding shall be utilized in the natural or manufactured appearance and placed carefully to ensure that the material will not require subsequent painting or other colorization for long term appearance and maintenance.

b. Texture and color shall be used to reduce apparent size of building and create visual harmony while enhancing the streetscape appearance of the building. Aesthetic use of materials, textures and colors should be extended to all elevations.

c. Color selection for buildings shall reflect or complement the natural environment of the Williams area utilizing earth tone and natural colors. Color Palettes may include the introduction of bright accent colors for emphasizing details.

d. Refer to Section IV of this chapter concerning special color and design treatment for development within the Downtown area.

e. Any metal exposed on buildings shall be of architectural quality, color and texture and should be harmonious with the surrounding neighborhood buildings. It should be composed of low glare materials, which will not result in off-site light glare or have an unfavorable appearance when viewed from public streets or from other surrounding areas.

Refer to Appendix D, Section VIII of the Manual concerning design standards and policies concerning colors and painting and repainting of buildings.

3.0-B Circulation for Multiple Family Development

3.1-B General Circulation Guidelines for Multiple Family Development

a. Parking lot designs shall provide clearly identifiable and easily accessible entrances to project sites, integrate and separate the needs of pedestrians and vehicles, provide aisle circulation patterns with avoidance of dead-end aisles, and provide or address the potential of interconnection between adjacent similar uses. Whenever feasible, curb cuts on-site, and those of adjacent uses, should e combined to minimize the number of entrances on a public right-of-way.

b. Project design should provide safe and efficient access for pedestrians to the street, public transportation systems, existing pedestrian travel systems and adjacent neighborhoods and compatible uses.

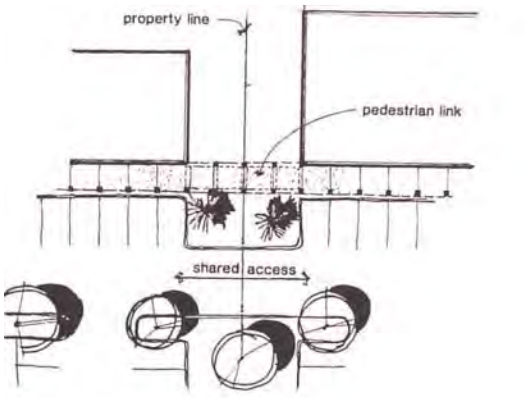
c. Active street environments should promote walking, riding a bicycle and driving a car in safety and comfort. Residential projects in Williams shall be designed to accommodate other modes of transportation by providing facilities and links needed for pedestrians and bicyclists.

d. Efficient and safe vehicle circulation between the building and the street, and on-site shall be provided in all residential projects.

3.2-B Vehicle Access and On-Site Circulation for Multiple Family Development

a. Shared access drives between adjacent parcels of similar use should be utilized to minimize the number of curb cuts to the street. Reciprocal access and parking agreements, between compatible adjacent land uses, for pedestrians and vehicles are strongly encouraged.

Figure 17
Shared access



b. On-site vehicle circulation should be designed to discourage speeding throughout parking areas to minimize the potential conflict with pedestrians and parked vehicles. Radii for turns shall be designed to facilitate emergency vehicles to the satisfaction of the Fire Department.

c. Traffic Calming techniques such as sidewalk bulb outs, mid-block crosswalks and attractive "rumble strip" pedestrian crossings should be provided to slow traffic, making the pedestrian environment more safe and enjoyable.

d. Avoid use of bumpers in the parking areas to facilitate lot cleaning.

3.3-B Pedestrian Access for Multiple Family Development

a. All pedestrian circulation walkways shall be designed to provide access to the disabled in compliance with the American Disabilities Act (ADA) and/or California Title 24, California Building Code (CBC).

b. New residential projects and significant remodels shall provide continuous pedestrian walkways in the public right-of-way or landscape corridor. Street sidewalks should be placed so that a minimum of six feet exists between the sidewalk and back of curb to allow for street tree planting in a planting strip or tree well. Walks shall align with the curb at intersections, public transit stops and site access walks.

c. Multi-family project design should provide safe and efficient access for pedestrians to the street, public transportation systems and adjacent neighborhoods.

d. Site layouts shall be designed to provide pedestrian accessibility from the public pedestrian system to the main building entrance(s) to minimize the conflict with vehicular circulation.

e. Pedestrian pathways should utilize common design elements, i.e., colors, textures, materials, pedestrian scale lighting, etc.

f. New Multi-family Residential projects shall provide continuous pedestrian walkways in the public right-of-way or landscape corridor. Street sidewalks should be placed so that a minimum of six feet exists between the sidewalk and back of curb to allow for streetscape planting and shading. Walks shall align with the curb at intersections, public transit stops and site access walks.

g. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet. Accent paving materials should be used at entry and transition areas within public sidewalks or pavement areas.

h. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet. Accent paving materials should be used at entry and transition areas within public sidewalks or pavement areas.

i. Safe and efficient pedestrian walkways should be integrated into the site plan. Pedestrian connections should be provided from the project to recreation areas, neighborhood schools, commercial areas, churches, parking areas and other public facilities.

j. Bicycle routes, lanes and pathways should be developed throughout Williams and linked to residential neighborhoods to employment and commercial areas. Where bike routes exists or are planned, new projects shall incorporate connections into the project design.

3.4-B Parking for Multiple Family Residential Development

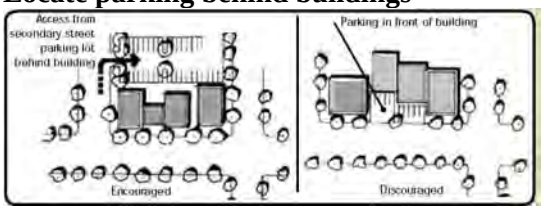
a. Refer to the City's Parking Standards, Appendix D, Section II of the Manual for minimum design standards.

b. Disabled accessible parking spaces shall be provided and located as required by the American Disabilities Act (ADA) and California Title 24 regulations contained in the California Building Code (CBC). Disabled path of travel from the accessible stalls, public rights-of-ways, public transportation and between all structures on site shall be provided.

c. Each site shall provide the minimum number of parking spaces and the minimum space size and aisle dimensions as required by the Zoning Ordinance. Compact parking spaces, when provided, shall be dispersed evenly throughout parking area.

d. new parking areas shall be located behind or beside buildings or properly screened along the street edge. Existing parking areas located adjacent to the street should be buffered from public view by a combination of berming and/or screen walls with appropriate screen planting.

Figure 18
Locate parking behind buildings



e. Parking runs shall be limited to a maximum of six (6) spaces separated by a "finger island" planter of six feet (6') in width (measured inside curb face) by the depth of the stall to allow for the root zone of a large canopy shade tree(s). Planters shall be protected from vehicles through the use of raised curbs. Trees planted in parking lots should be deciduous and spaced so as to provide appropriate shade coverage at maturity. Refer to Appendix D, Section III of the Manual concerning landscaping standards.

f. On street parallel parking is encouraged where permitted to slow down vehicle traffic and to provide a buffer between the pedestrian corridor and the street.

g. Guest parking should be provided on-site as well as on street to accommodate for visitors to the multi-family residential development.

h. Parking facilities including garages, carports and parking lots should be placed on the side or rear of buildings or properly screened along the street edge. Parking areas placed behind structures should be connected to the street or main building entry through defined pedestrian corridors separated from vehicle traffic. Sidewalk corridors in parking lots should have five feet of landscaping with shade trees on at least one side of the walkway or alternating from one side to the other to provide shading for pedestrians.

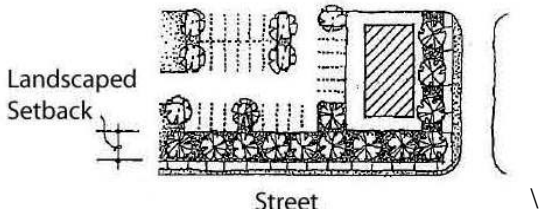
i. End row parking spaces should be protected from the tuning movements of other vehicles with a curb.

4.0-B Streetscape Design for Multiple Family Development

4.1-B General Considerations for Multiple Family Development

a. Buildings, parking and paved areas shall be set back from the front property line along a public way to allow for a sidewalk and sufficient width of landscaped area along the length of the frontage to establish a streetscape presence.

Figure 19
Parking lot screening



b. Landscaping shall be used to enhance the streetscape design of residential areas within Williams by providing shade, defining public areas, softening hardscape, and accenting architectural elements.

c. The "street edge" shall be defined through consistent setbacks, landscaping, walls, building placement and street trees that define pedestrian and vehicular corridors while providing a welcoming "pedestrian friendly" space.

d. Recreational facilities should be located and/or designed to minimize nuisance impacts on adjacent properties. Sufficient setbacks, landscaping and berming between recreation facilities and surrounding units should be provided to minimize noise and visual conflicts.

e. Each dwelling unit, where feasible, should have a private usable open space area directly accessible to the unit.

f. Common open space for all units, where feasible, should include areas where passive or recreational activities can occur. Required setbacks and incidental remote areas should be used for buffering, berming or screening. Common areas should be readily accessible from all buildings and should be integral to the on-site pedestrian system.

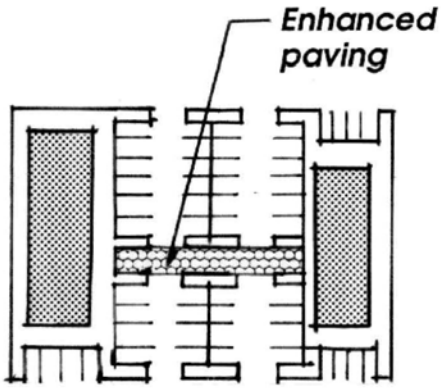
4.2-B Walkways and Sidewalks for Multiple Family Development

a. Sidewalks should include features to improve pedestrian safety including separation from curb with a planting strip, bulb-outs at intersections, rumble strip crosswalks and mid-block crossings.

b. The use of alternative paving materials such as brick, interlocking pavers, cobbles, tile, accent paving, stamped concrete and granite pavers on sidewalks, walkways and pedestrian crossings is encouraged precisely

at locations where pedestrian and vehicular traffic converge.

Figure 20
Enhanced Paving



Provide clearly paved pedestrian walkways within parking lots.

Photo 6IT
Pedestrian pavement treatment

4.3-B Street Furniture for Multiple Family Development

a. Transit stops should be located along residential streets throughout the community to encourage alternative modes of transportation. Transit shelters should be compatible with other street furniture or complement the adjacent project architecture; they should be visible and easily accessible from residential areas.

5.0-B Landscaping for Multiple Family Development

5.1-B Project Development Landscaping for Multiple Family Development

a. Refer to Appendix D, Section III for more specific design standards for landscaping, recommended trees and plans and planting requirements.

b. The natural characteristics of the site including existing trees, rock outcroppings, slope and/or other natural features, soil type, climatic conditions, topography, drainage patterns and solar orientation should be incorporated into the landscape design to visually enhance development.

c. Landscape designs shall complement and enhance, rather than replicate, adjacent site landscaping.

d. Use of turf shall be limited to accent areas and activity areas pursuant to the City's Water Efficient Landscape Regulations.

e. Site areas not used for buildings, parking or other designated functions shall be landscaped.

f. Planting trees, shrubs vines and ground cover in combination with berming and/or strategically placed screen walls should be used for screening. Plant materials used for screening should be predominantly evergreen which are combined and spaced appropriately to provide effective screening.

5.2-B Streetscape Landscaping for Multiple Family Development

a. Street trees should be planted at intervals to create a full canopy of shade along sidewalks and walkways, when the trees mature. Trees should be protected with tree grates and tree fences when appropriate to allow for growth and maturing of the tree.

b. Primary street trees should provide shade for the pedestrians, define the public way and soften the street; Secondary street trees

should complement and support the primary trees in form and function; Accent trees should be used to define entrances, add variety in form and color or highlight other focal points of the streets.

c. Low growing (max 36") shrubs should be used to frame the sidewalk, define entrances for public plazas and screen parked cars in parking areas abutting the street.

d. Ground plane treatments, ground cover and seasonal plants for color variation should be incorporated into the streetscape landscaping.

e. Trees and shrubs planted at all intersections and driveways shall be selected and located to maintain a safe sight line distance for vehicles and pedestrians.

f. Landscaping should have little or no mess, should be drought tolerant or native species, and should have relatively open structure to allow light to penetrate. Plant materials for streetscapes should be selected and located to avoid future conflicts with underground and overhead utility lines, easements, services and equipment.

g. Medians should be incorporated into the streetscape by use of landscaping compatible with that of the street edge landscaping.

6.0-B Other Design Features for Multiple Family Development

6.1-B Fencing and Screening for Multiple Family Development

a. Walls and fences shall be made of native stone, masonry with cement plaster finish, wood, vinyl clad, chain link, detailed wrought iron or brick. Use of chain link fencing in front yards is prohibited by the Zoning Code. If chain link fencing is used, it should consist of a high quality color vinyl coated design.

Photo 6IU
Preferred wall design

b. Screen materials and colors shall complement the buildings architectural style utilizing the prevalent materials and design for the structure and the neighborhood. Materials and finishes shall be durable, able to withstand local climatic conditions and easily maintained.

6.2-B Lighting for Multiple Family Development

a. Main building entries should have the highest amount of illumination followed by the pedestrian walkways.

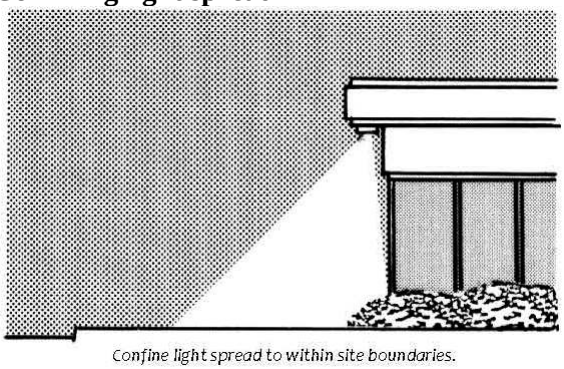
b. Exterior lighting should be used to enhance architectural, landscaping and other project features with the exception of roof lights or lighted roof panels. Fixtures, standards and all exposed accessories should be harmonious with building design.

c. Lighting fixtures should be thematic to complement the architecture of the project and should be of durable and vandal resistant materials and construction. Energy efficient lighting shall also be utilized.

d. Lighting levels should be limited to the minimum levels necessary to provide public safety. Lighting fixtures should be thoughtfully placed to avoid light spillage and glare on adjacent properties. "Down shine" fixture design shall be required.

e. Lighting "spill over" shall not exceed 0.5 foot candles at any point on residential premises, churches and other sensitive uses.

Figure 21
Confining light spread



g. A photometric lighting plan of site illumination including all site and building mounted exterior lighting indicating the level of illumination proposed throughout the entire site should be provided to City staff before project approval.

h. Parking and vehicle circulation area light standards should not exceed twelve feet (12') in height from the adjacent finished grade of the lot. Lighting should be located to ensure adequate light levels are dispersed evenly throughout the lot, but avoid displacing planned trees.

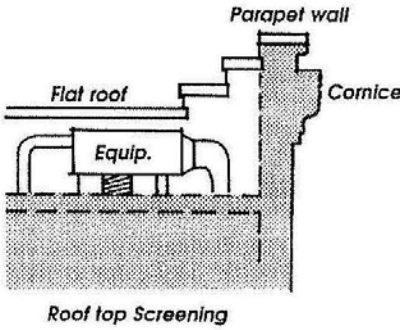
i. Parking areas and drive entries shall have minimum illumination level of 1.0 footcandles at the pavement surface for increased safety and adequate identification.

j. Pedestrian walkway lighting should have a minimum illumination level of .5 footcandle at walking surface to identify any level changes. This can be achieved through the use of low bollard type luminaries' three to four feet (3'-4') maximum height or light standards of up to eight (8') in height. The posts should be located to avoid hazards for pedestrians and vehicles, they should be placed to minimize glare and the coverings should be shatter proof.

6.-B Storage and Building Equipment for Multiple Family Development

a. Screening of building equipment shall be integrated into the building design to prevent undesirable views from public roadways, adjacent properties and other areas from which observation by the public may occur.

Figure 22
Screening of roof equipment



b. Building equipment and storage on the ground should be screened from public view with durable materials that complement the building and the environment.

c. New public utilities revisions and infrastructure shall be placed underground if feasible.

d. Ground mounted utility infrastructure, including HVAC units, electrical switch gear or panels, telephone or cable boxes, gas meters, fire sprinkler risers, irrigation controllers and lighting timers shall be oriented away from public view corridors and appropriately screened with architectural enclosures (integrated into the building design) or landscape screen treatment (evergreen shrubbery) to the maximum extent permitted by the utility.

e. Roof mounted equipment shall be screened from view of adjacent properties, roads, and pedestrian areas. Special attention should be

given to changes in elevations where views of roofs from adjacent roadways occur. In this case equipment should be screened by parapet walls of sufficient height or enclosed in a screen shelter.

6.4-B Trash/Recycling Enclosures and Screening for Multiple Family Development

a. Refer to Appendix D of the Manual concerning more specific trash enclosure design standards.

b. All refuse and recycling containers shall be placed within screened storage areas or enclosures that are designed with current Recology standards.

c. Enclosures must be sized to accommodate the anticipated volume of trash while taking advantage of centralizing enclosures in situations of multiple buildings and/or users.

d. Enclosures shall be located within reasonable and convenient walking distance from units.

e. Enclosures shall be constructed of six-foot high masonry walls with solid metal gates. Enclosure finishes should match the building in color and texture and should include stonework, landscaping, berms, wood and other natural elements common to Williams.

f. Enclosures shall be constructed of non-combustible materials and shall be located no closer than five feet (5') from any building in accordance with the Fire Department.

g. Enclosures shall allow for a minimum three-foot (3') landscape buffer on all non-accessible sides.

h. Enclosure design shall be treated with importance to ensure quality and attention to detail.

6.5-B Public Spaces in Multiple Family Development

a. Larger multi-family developments should provide outdoor public spaces like plazas, gardens, play areas, swimming pools and courtyards with seating areas to complement the space and to provide an area for residence and friends to relax and enjoy the outdoors.

b. Public spaces shall be defined through the use of landscaping, sitting areas and walkways. Design selection and placement of all site furnishings such as tables, benches and trash receptacles should be based on consideration of the overall concept of the site and architectural character of the project.

c. Materials including native stone, brick, stamped or colored pavement and decorative tiles shall be used in the public spaces, plazas and sitting areas.

d. Public spaces should be located along streets within sight and easy walking distance from each other to provide a continuous, well-linked sequence of pedestrian destinations. They should be designed to human scale resulting in spaces in which people are comfortable and desire to use.

7.0-B Signage for Multiple Family Residential Development

Photo 6IV
Preferred sign design

a. Permitted number of signs, sizes, types and locations shall be determined by application of the Williams Sign Ordinance. Refer to Appendix D of the Manual for reference to the Sign Code.

b. Detached or freestanding monument signs are encouraged if they consist of a low profile structure, architecturally related to and compatible with the main structure.

Photo 6IW
Preferred sign design

c. All detached signs shall incorporate the street address number it identifies.

d. The use of telephone numbers or web addresses on signs is discouraged.

e. Colors, materials and lighting of every sign shall be restrained and harmonious with the building and site to which it relates. Sign structure shall be constructed of materials which complement the building structure.

f. Illumination should project the sign face, the light source should be shielded from view and internal illumination is discouraged.

C-Pre-Designed Subdivisions Design Guidelines

Special Standards for Pre-Designed Single Family Residential Subdivisions

Photo 6IX
Preferred design

Please refer to all provisions of Subsection A of this Chapter concerning design of single family development which apply to this subsection. Note that General Plan and Zoning Code provisions have been incorporated by reference into theses guidelines. Refer to Section 17.080.3 of the Zoning Code for lot averaging and specific subdivision design standards for subdivisions of 40 or more housing units.

1.1-C Subdivision Layout and Circulation

a. The traditional street and lot pattern will be respected in the design of new areas adjacent to the original town area (Policy 3.51 of the General Plan).

b. Unique standards will be prepared for the original town neighborhoods to retain the existing patterns and forms of dvelopment and to avoid inappropriate infill development or use conversions (Policy 3.2. of the General Plan).

c. 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 (Policy 3.5 of the General Plan).

Figure 23
Discouraged Contemporary Subdivision Design which creates design monotony

Figure 25
Preferred Traditional Subdivision Design which is compatible with original town lay out.

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 (Policy 3.d of the General Plan).

e. Walkability and good connectivity will be promoted through continuity of the street and pedestrian system, together with a compact community form (Policy 3.58 of the General Plan).

f. New development shall incorporate highly connected street and pedestrian/bicycle networks, with many connections between new and older neighborhoods and between neighborhood and commercial and downtown areas (Policy 8.b-2 of the General Plan).

g. Residential development should 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 (Policy 3.60 of the General Plan).

h. Residential areas should 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 (Policy 3.61of the General Plan).

i. 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 (Policy 8.d-3 of the General Plan).

j. Limit driveway intersections and curb cuts along arterial and collector roadways in order to provide improved mobility and public safety (Policy 8.d-9 of the General Plan).

k. 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 (Policy 8.h-3 of the General Plan).

l. 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 (Policy 8.h-4 of the General Plan).

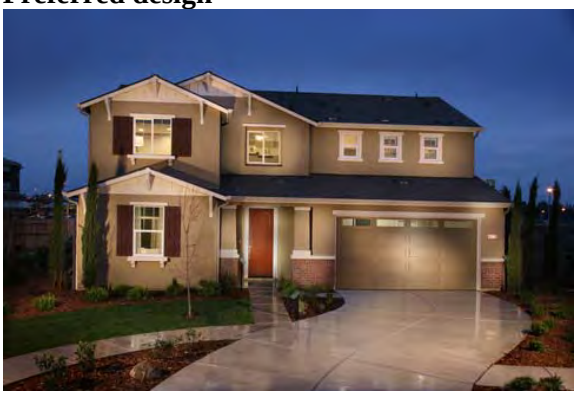
m. Garage design and location should reduce the visual impact of garage doors along street frontages. Garage doors should not dominate the streetscape. Locating the garage back behind the front façade of the house or locating the garage to the rear of the residence is highly encouraged

1.2-C Subdivision Architecture

a. Design preferences provided in Chapter 5 of this Manual shall be used as the guiding design and architectural style for new development and sign projects.

b. Provide a variety of architectural designs that avoid a monotonous "cookie cutter" affect along the street's visual corridor.

Photo 6IY
Preferred design



c. Avoid the appearance of monotonous structures. For pre-designed subdivisions, open space breaks, varied building placement and a diversity of building types should be used to create identifiable and physical neighborhoods.

d. For pre-designed subdivisions, building setbacks along street frontages should be varied and moved close to the street to create a safer and more active streetscape. If buildings are set back from the street, the area between the street and the building should be landscaped.

e. For pre-designed subdivisions having greater than four (4) dwellings, buildings shall include a variety of size and design types.

f. Appropriate roofing material considerations for use in the Williams area include, but are not limited to, slate, concrete tile (flat with smooth or raked finish), copper, standing seam or batten metal roof (factory applied enamel finishes only), corrugated metal simulated wood shakes or shingles and architectural grade composition shingles. For pre-designed subdivisions in the East Williams Design Area, the majority of roofing shall be composed of concrete tile.

1.3-C Subdivision Landscaping, Fencing and Wall Treatments

a. Landscaping should be used to frame, soften and embellish the quality of the residential environment and to buffer units from undesirable views.

b. The building is responsible for providing landscaping in all planted areas within the front yards. This shall include trees, shrubs and groundcover.

c. Landscaping should tie into existing streetscape and public right-of-ways, using similar plant varieties.

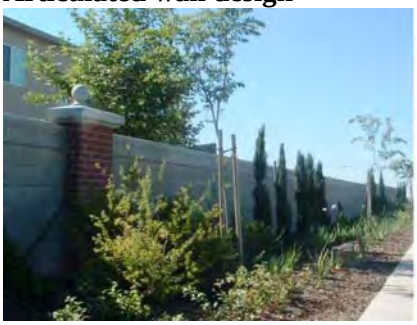
d. Whenever possible, homes adjacent to common open space areas should have wrought iron grillwork and view fences to provide visual access to open space.

e. Perimeter walls should incorporate various textures staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls and fences.

f. Long continuous perimeter walls are discouraged. Perimeter walls should be broken up by pillars or staggered setbacks. The maximum run of a perimeter wall without pilasters or variations shall be 50 feet.

g. Wall design shall employ, at a minimum, 13-inch vertical and horizontal plane undulations per every 50 feet. The use of wall pilasters for this purpose is required.

Photo 6IZ
Articulated wall design



h. Walls and fences should not be used as community barriers to open space. Open space must exhibit some "window" upon the greater neighborhood. Walled-in open space is discouraged.

i. Side yard and rear yard walls shall be no taller than 6 feet, measured from the finished grade high side elevation.

j. All privacy fencing around the back, side or front yards visible from the street shall consist either of block or wrought iron. No wood or chain link fencing shall be used within major public view corridors.

1.3-D Subdivision Signs

a. One residential subdivision sign is allowed at each major street frontage of a subdivision (up to 4 signs per major subdivision). They must be located within a landscaped area that is maintained by a homeowner's association. Please refer to the City's Sign Regulations.

Photo 6IAA
Preferred sign design

b. Each sign may be up to 24 square feet and have a maximum height of four feet.

c. Residential subdivision signs may not be internally illuminated.

Design Guidelines

Section II
Commercial and Office Design Projects

1.1 Commercial Design Goals:

a. To develop new commercial building architecture oriented to the design context of Williams.

b. To encourage project designs which are attractive and safe for customers.

c. To encourage project designs that are functional for business.

d. To yield a variety of retail and business opportunities that contribute to creating active gathering places for the community.

1.2 General Design Intent:

a. To emphasize and encourage new development and sign design in context to the City's Design Preferences for the three design areas of Williams.

b. To stimulate original design solutions tailored to the site rather than utilize generic or trademark buildings and site design.

c. To seek site designs that conserve community attributes and that provide a sense of natural setting and continuity with the past.

d. To integrate the natural and built environment through preservation and enhancement of natural features of a site as an element within the overall design.

e. To encourage design that adds to the character of the community by providing opportunities for integration of the project with the adjacent properties, the neighborhood and the City.

f. To encourage design that incorporates the use of natural resources in all aspects of the project.

g. To encourage site design that incorporates orientation and siting for climate and energy conservation.

h. To ensure commercial project sites are designed to include a mix of building, landscape/open space, and parking and circulation areas in balanced proportions that create appropriate mass and scale relationships within and between adjacent projects/properties.

2.1 General Design Considerations

a. Design preferences provided in Chapter 5 of this Manual shall be used as the guiding design and architectural style for new development and sign projects.

Photo 6IIA
Preferred style of commercial building

b. Building design shall recognize and protect the major view corridors of the site and adjacent neighborhood to and from the natural and built environment.

c. Building design shall add to the existing identifiable and unique sense of place in the neighborhood or create that feeling through pedestrian scale facilities and appurtenances.

d. Building design shall encompass the whole building (i.e., all sides) with a continuation of architectural elements, treatments, colors and careful attention to details.

Photo 6IIB
Preferred "Barn" style design

e. Infill building design shall be consistent with the neighborhood's historical development types in terms of scale, design and materials.

f. Building design shall be completed by a licensed Architect or building design professional pursuant to state law.

g. New development shall recognize, respect, preserve and be compatible with existing historic structures of Williams. Older buildings, which retain much of their original design shall be preserved and restored where feasible.

h. Building design should incorporate design for climate and energy conservation.

i. "Large Box" or "Big Box" commercial or office projects shall be designed in accordance with Section V of this Chapter concerning large box development design.

2.2 Site Planning and Building Placement

a. Building coverage shall not exceed the maximum coverage or floor area ratio (FAR) established in the City of Williams Zoning Code.

b. All new design proposals shall consider the influence on neighboring properties and should integrate the relationships between the old and new developments to create a pleasing transition. Adjacent properties zoned differently shall minimize impacts on the property zoned for lower density. This can be achieved through orientation, setbacks, building heights, buffering, fencing, landscaping, or design details. This site plan shall reflect the need for privacy of adjacent residents.

c. The site plan shall exhibit a desirable transition with the streetscape and provide for adequate planting, drainage, safe pedestrian movement, parking areas and landscaping. Shopping Center Pad buildings and/or a portion of a main building on a site shall be located along street frontages to enhance and add definition to the streetscape/street edge.

Photo 6IIC
Preferred "Barn" style design

d. Buildings shall be designed to take advantage of sunlight, existing circulation, natural landscaping, open space and attractive views such as prominent landmarks, historic buildings and the natural environment.

e. Buildings within commercial centers shall avoid "Linear Placement". This can be accomplished through varied setbacks, multi-building developments and vertical and horizontal façade articulation.

f. Where multiple buildings are proposed, grouping/orientation of structures shall be sited to create pedestrian scaled plazas, gathering places and open spaces.

Photo 6IID
Pedestrian scale plaza

g. All commercial and office projects shall be linked to existing commercial and/or office projects through pedestrian networks. This can be accomplished through sidewalks, covered walkways, landscaping and plazas. Where feasible, parking areas shall also be linked for internal vehicular traffic.

h. Apartments and multi-family units should be encouraged on the upper stories of new and remodeled commercial buildings throughout Williams, but particularly the downtown. Second story apartments shall have their own entryways, which can be located at both the front and back of the building.

i. Development design should include preservation of natural site features, such as rock outcrops or large trees, to the extent feasible. Said resources should be incorporated into Development and public views of them should be maintained.

2.3 Building Setbacks

a. The setbacks for individual projects shall comply with the minimum requirements set forth in the Zoning ordinance.

b. Building setbacks shall be minimized in commercial areas along street frontages to define the pedestrian zone along the street and encourage a safe pedestrian environment. However, buildings shall incorporate a minimum set back from the front property line along a public way to allow for a sidewalk and sufficient width of a landscaped area along the length of the frontage to establish a streetscape presence.

c. Projects with more than one story should have increasingly larger setbacks per number of floors from adjacent residential or open space zones. When abutting residential or open space zones, side and rear setbacks shall allow for a sufficient landscape area adjacent to the property lines to buffer impacts of the commercial development and screen potentially undesirable views from the residential into the commercial property.

d. Building setbacks from public streets in infill developments must consider the surrounding building setbacks. Building facades shall utilize a minimal front setback and incorporating landscaping where feasible.

For further information regarding minimum development requirements refer to Appendix D, Development Standards.

2.4 Massing and Form

a. Building design shall respect the height and scale of the surroundings in both the built and natural environment.

b. Building design shall utilize materials, colors and forms to reduce the large scale of commercial and/or office buildings, and reflect the attention to detail that enhances Williams' community character.

c. Street facades shall have a pedestrian oriented scale through appropriate use of materials, articulation and detail.

d. Multi-story building facades shall be proportioned and articulated vertically and horizontally to create human scale at street

level, and reduce overall mass.

Photo 6IIE
Fast food restaurant

e. Large blank walls in pedestrian traffic areas are discouraged. Articulated and angled walls, varied setbacks, facade treatments, and detailing techniques shall be used to create interest. Vertical and horizontal wall articulation, such as variation in the wallplane, color changes, or material use, can be used to visually divide the building into smaller sections.

Photo 6IIF
Multi-Story articulated facades

f. Building elevations visible from freeways, major streets and adjacent properties should be designed so as not to present the appearance of a rear elevation with loading doors, large blank walls and, absence of architectural features. Angled walls, painted patterns, varied setbacks and rooflines, architectural wall treatments, and extensive landscaping and screening techniques should be used to minimize visual impacts.

Photo 6IIG
Articulated wall and roof design

g. All buildings shall have a definable base, mid body and cap element. Vertical elements in the facade should be placed to create rhythm which reduces building mass.

2.5 Architectural Elements

a. Main building entries shall be emphasized through building articulation and form to be easily identifiable and visible from the street and parking areas and to create a focal point on the front elevation. On larger buildings, detail treatments at doors and entries should include the use of porches, canopies, arches, tile, color ornamental techniques, moldings, small roofs or combinations of architectural features.

Photo 6IIH
Attractive building details

b. Access ramps, and other entry access ways for the disabled should be designed as an integral part of the building.

c. All facades shall exhibit three-dimensional detailing to cast shadows and create visual interest on the facade. The elements used to provide relief can include awnings and projections, trellises, detailed parapets and arcades.

d. Windows, entry ways, columns, awnings and other architectural features shall be compatible with the streetscape and create a repetitive rhythm that creates human scale and encourages
continued walking along the street.

Photo 6III
Compatible architectural features

e. Designs shall relate to the surrounding architecture by providing similar facade treatments.

f. Architectural elements such as horizontal bands, window lines overhangs, canopies, balconies and awnings should be used to make buildings appear shorter.

g. Protected courtyards, porches, arcades, verandas and overhangs should be utilized as effective means for shading exterior wall surfaces and windows from direct sun exposure as
well as adding visual character to the building.

h. Continuous arcades should be added along the frontage of commercial centers to provide pedestrian protection from rain, and summer sun, allowing them to move from one shop to another without having to leave the arcade.

Photo 6IIJ
Continuous arcade

i. 50 to 80 percent of ground floor retail areas should be transparent “storefront” windows, where appropriate.

j. Windows shall have details appropriate to the buildings architectural style.

Photo 6IIK
Appropriate window design

k. Mail delivery facilities in commercial projects should be "Gang" type delivery and collection boxes. These facilities should be included on site (located out of pedestrian and vehicular circulation) with paved areas for pedestrian access and landscaped screening as determined by the U.S. Postal Service (refer to Appendix D regarding Mail Delivery Features)..

l. All railing including stairway handrails and guardrails and decorative railing shall be constructed of wood or metal and should be painted to coordinate with other building features and elements.

m. Plexiglass and glossy vinyl illuminated awnings are discouraged. Canvas, treated canvas, matte finish vinyl and fabric awnings are encouraged.

2.6 Roofs

a. Roof forms are an integral part of the building design and shall be used to complement and enhance the building style and Architecture.

b. Rooflines should be varied and articulated to enhance building character.

c. Roofline cornices, shadow lines and detailed eaves should be carefully and thoughtfully detailed to create interest on the building façade neighborhood and the quality and style of other building materials used.

d. Appropriate roofing material considerations for use in the Williams area include, but are not limited to, slate, concrete tile (flat with smooth or raked finish), copper, standing seam or batten metal roof (factory applied enamel finishes only), corrugated metal simulated wood shakes or shingles and architectural grade composition shingles.

e. Roof overhangs on south and west facing walls of buildings offer effective protection of window areas from the summer sun, while allowing in the lower winter sun rays.

2.7 Materials and Finishes

a. Construction materials that will reflect a sense of Williams western and Early California heritage are encouraged to be used in new construction. These include but are not limited to metal roofing and siding, wood siding, split faced block, and stone. Attention to detail in application is the key for successful material use.

b. High quality durable materials, such as stone, river cobble, brick, block, wood, tile, plaster, board and batt siding and horizontal siding shall be utilized in the natural or manufactured appearance and placed carefully to ensure that the material will not require subsequent painting or other colorization for long term appearance and maintenance.

c. Texture and color shall be used to reduce apparent size of building and create visual harmony while enhancing the streetscape appearance of the building. Aesthetic use of materials, textures and colors should be extended to all elevations.

d. Color selection for buildings shall reflect or

complement the natural environment of the Williams area utilizing earth tone and natural colors. Color Palettes may include the introduction of bright accent colors for emphasizing details.

e. Refer to Section IV of this chapter concerning special color and design treatment for development within the Downtown area.

f. Any metal exposed on buildings shall be of architectural quality, color and texture and should be harmonious with the surrounding neighborhood buildings. It should be composed of low glare materials, which will not result in off-site light glare or have an unfavorable appearance when viewed from public streets or from other surrounding areas.

g. Construction of metal buildings shall comply with the City's Metal Building Design Standards, Section VI of this Chapter.

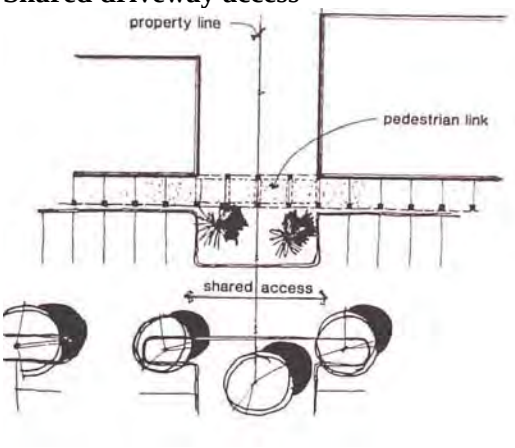
Refer to Appendix D of the Manual concerning design standards and policies concerning colors and painting and repainting of buildings.

3.0 Circulation

3.1 General Circulation Guidelines

a. Parking lot designs shall provide clearly identifiable and easily accessible entrances to project sites, integrate and separate the needs of pedestrians and vehicles, provide aisle circulation patterns with avoidance of dead-end aisles, and provide or address the potential of interconnection between adjacent similar uses. Whenever feasible, curb cuts on-site, and those of adjacent uses, should e combined to minimize the number of entrances on a public right-of-way.

Figure 25
Shared driveway access



b. Commercial project design should provide safe and efficient access for pedestrians to the street, public transportation systems, existing pedestrian travel systems and adjacent neighborhoods and compatible uses.

c. Active street environments should promote walking, riding a bicycle and driving a car in safety and comfort. Commercial projects in Williams shall be designed to accommodate other modes of transportation by providing facilities and links needed for pedestrians and bicyclists.

d. Efficient and safe vehicle circulation between the building and the street, and on-site shall be provided in all commercial projects.

3.2 Vehicle Access and On-Site Circulation

a. Shared access drives between adjacent parcels of similar use should be utilized to minimize the number of curb cuts to the street. Reciprocal access and parking agreements, between compatible adjacent land uses, for pedestrians and vehicles are strongly encouraged.

b. Major access points to commercial centers or adjacent developments should have coordinated access points whenever

possible. Separated ingress and egress points with landscaped islands should be provided. Ingress or egress points shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.

c. On-site vehicle circulation should be designed to discourage speeding throughout parking areas to minimize the potential conflict with pedestrians and parked vehicles. Radii for turns shall be designed to facilitate emergency vehicles to the satisfaction of the Fire Department.

d. Commercial auto repair garages, tire stores, service stations, car washes, convenience stores, banks, fast food restaurants and all types of buildings with drive through lanes should be oriented to avoid service bays and/or drive through lanes fronting on the street frontage. Drive through lanes should be dedicated lanes separated by planters from the remainder of the parking and vehicular circulation areas. The lanes should have a minimum stack length of 180' measured from the center line of the service window or ATM machine to the entry point.

Photo 6IIL
Attractive automotive facility

e. Traffic Calming techniques such as sidewalk bulb outs, mid-block crosswalks and attractive “rumble strip” pedestrian crossings should be provided to slow traffic, making the pedestrian environment more safe and enjoyable.

f. Avoid use of bumpers in the parking areas to facilitate lot cleaning.

3.3 Pedestrian Access

a. All pedestrian circulation walkways shall be designed to provide access to the disabled in compliance with the American Disabilities Act (ADA) and/or California Title 24, California Building Code (CBC).

b. New commercial projects and significant remodels shall provide continuous pedestrian walkways in the public right-of-way or landscape corridor. Street sidewalks should be placed so that a minimum of six feet exists between the sidewalk and back of curb to allow for street tree planting in a planting strip or tree well. Walks shall align with the curb at intersections, public transit stops and site access walks.

Photo 6IIM
Pedestrian corridor

c. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet. Accent paving materials should be used at entry and transition areas within public sidewalks or pavement areas.

Photo 6IIN
Clearly defined pedestrian access

d. Pedestrian pathways should utilize common design elements, i.e., colors, textures, materials, pedestrian scale lighting, furniture, trash receptacles, signage, etc.

Photo 6IIO
Common pedestrian elements

e. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet.

f. Bicycle routes, lanes and pathways should be developed throughout Williams and linked to office projects to encourage alternatives to vehicle travel. Where bike routes exists or are planned, new projects shall incorporate connections into the project design.

3.4 Parking

a. Refer to the City's Parking Standards of the Manual for minimum design standards.

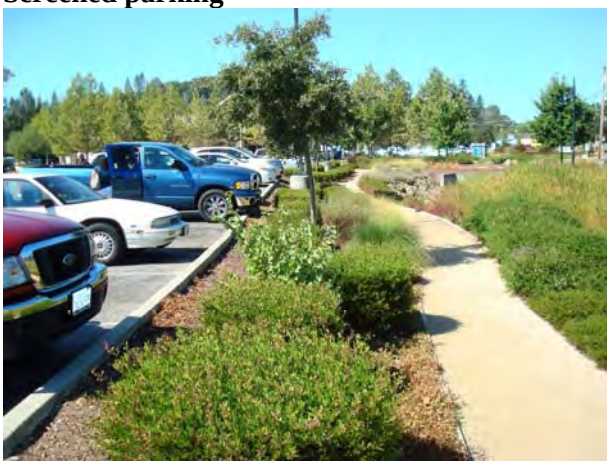
b. Disabled accessible parking spaces shall be provided and located as required by the American Disabilities Act (ADA) and California Title 24 regulations contained in the California Building Code (CBC). Disabled path of travel from the accessible stalls, public rights-of-ways, public transportation and between all structures on site shall be provided.

c. Each site shall provide the minimum number of parking spaces and the minimum space size and aisle dimensions as required by the Zoning Ordinance. Compact parking spaces, when provided, shall be dispersed evenly throughout parking area.

d. Customer parking shall be located near primary building entrances and avoid conflict with servicing truck traffic. Employee parking should also be located so as to avoid truck/car conflicts.

e. All new parking areas shall be located behind or beside buildings or properly screened along the street edge. Existing parking areas located adjacent to the street should be buffered from public view by a combination of berming and/or screen walls with appropriate screen planting.

Photo 6IIP
Screened parking



f. Parking runs shall be limited to a maximum of eight (8) spaces separated by a "finger island" planter of six feet (6') in width (measured inside curb face) by the depth of the stall to allow for the root zone of a large canopy shade tree(s). Planters shall be protected from vehicles through the use of raised curbs. Trees planted in parking lots should be deciduous and spaced so as to provide appropriate shade coverage at maturity. Refer to Appendix D of the Manual concerning landscaping standards.

Photo 6IIQ
Parking landscaping preferences

g. End row parking spaces should be protected from the tuning movements of other vehicles with a curb.

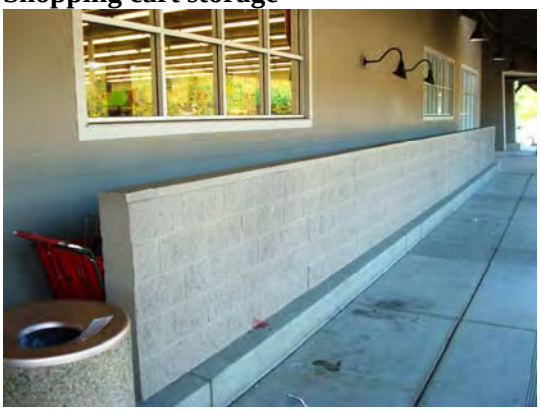
h. Pedestrian corridors through building groups shall be provided for parking areas placed behind structures. Sidewalk corridors in parking lots should have five feet of landscaping with shade trees on at least one side of the walkway or alternating from one side to the other to provide separation and the potential of shading for pedestrians.

i. Raised reinforced barrier curbing shall be used at all perimeter spaces of the parking lot. The standard size stall depth may be reduced by eighteen inches (18") to be used as a wheel stop and allow the car to overhang into the planter. Where an overhang is utilized, planters must be a minimum of three (3) feet in depth.

j. Shopping cart return areas, in size and numbers appropriate to the size of the project or use, should be provided in conveniently located areas. Cart return areas shall not eliminate required parking spaces nor conflict with pedestrian and vehicular circulation.

k. On street parallel parking should be encouraged where permitted to slow down vehicle traffic and to provide a buffer between the streets edge and the street.

Photo 6IIR
Shopping cart storage



l. Parking facilities including garages, carports and parking lots should be placed on the side or rear of buildings or properly screened

along the street edge. Parking areas placed behind structures should be connected to the street or main building entry through defined pedestrian corridors separated from vehicle traffic. Sidewalk corridors in parking lots should have five feet of landscaping with shade trees on at least one side of the walkway or alternating from one side to the other to provide shading for pedestrians.

3.5 Loading and Service

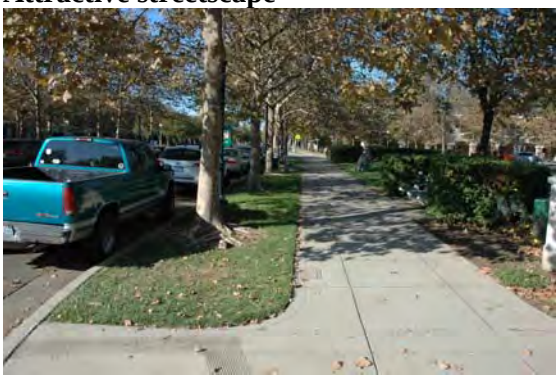
a. Loading and service areas for delivery or transfer of merchandise including vehicle access to those areas shall be screened from public view corridors and building entries by a combination of building design, layout, grade separations, masonry walls and dense landscaping.

4.0 Streetscape Design

4.1 General Design Considerations

a. "Canopy" street trees shall be planted at consistent intervals along the street with the integration of groupings of "vertical" trees to create a "natural" street edge environment.

Photo 6IIS
Attractive streetscape



b. Consistent and uniform street furniture including, benches, trash and recycling containers, planters, bicycle racks, transit shelters and community art and water features should be incorporated into Commercial Project Streetscape designs to create an enjoyable and comfortable pedestrian atmosphere.

c. Landscaping shall be used to enhance the streetscape design of commercial areas within Williams by providing shade, defining public areas, softening hardscape, and accenting architectural elements.

d. The "street edge" shall be defined through consistent setbacks, landscaping, walls, building placement and street trees that define pedestrian and vehicular corridors while providing a welcoming "pedestrian friendly" space.

4.2 Walkways and Sidewalks

a. Sidewalks should include features to improve pedestrian safety including separation from curb with a planting strip, bulb-outs at intersections, rumble strip crosswalks and mid-block crossings.

b. The use of alternative paving materials such as brick, interlocking pavers, cobbles, tile, accent paving, stamped concrete and granite pavers on sidewalks, walkways and pedestrian crossings is encouraged precisely at locations where pedestrian and vehicular traffic converge.

Photo 6IIT
Pedestrian crossing materials

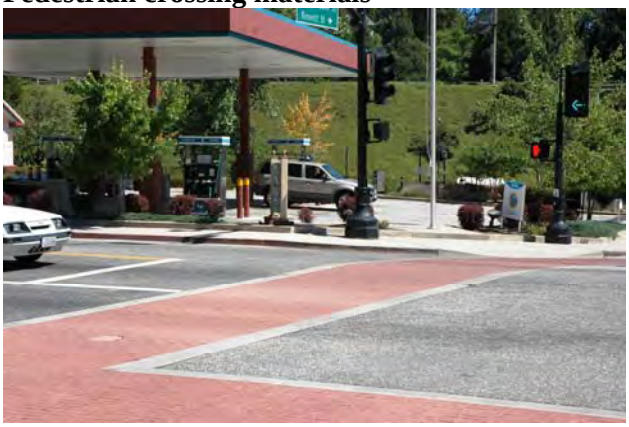
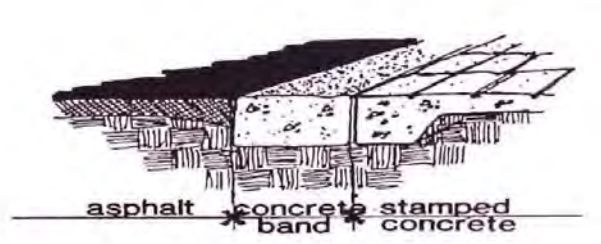


Figure 26
Walkway material transition



4.3 Street Furniture

a. Furnishings should be selected based on usefulness, durability, maintenance and aesthetic detail. Styles of furnishings shall be consistent with or complementing to styles existing in the project area.

b. Bench styles should be complementary to the Community character and the commercial project design.

c. Trash and Recycling containers should be consistent with bench styles and should be placed as needed to promote a clean environment.

Photo6IIU
Public Bench

Photo 6IIV
Street furniture

d. Planters containing trees, shrubs and flowers should be located in commercial areas to define public spaces, and provide for seating which enhances the pedestrian environment.

Photo 6IIW
Attractive trash receptacle

e. Bicycle racks should be encouraged in commercial areas near building entrances and transit stops to promote alternative modes of transportation.

Photo 6IIX
Bicycle rack

f. Design of transit shelters shall be compatible with other street furniture, and should be consistent throughout town. They should be visible and easily accessible for pedestrians.

Photo 6IIY
Compatible street furniture

g. Refer to Section 5.2 of this Section regarding Streetscape Landscaping.

5.0 Landscaping

5.1 Project Development Landscaping:

a. Refer to D for more specific design standards for landscaping, recommended trees and plans and planting requirements.

b. The natural characteristics of the site including existing trees, rock outcroppings, slope and/or other natural features, soil type, climatic conditions, topography, drainage patterns and solar orientation should be incorporated into the landscape design to visually enhance development.

Photo 6IIZ
Incorporate natural site features

c. Landscape designs shall complement and enhance, rather than replicate, adjacent site landscaping. Native plant materials shall be used. Use of turf shall be limited to accent areas and activity areas pursuant to the City's Water Efficient Landscape Regulations.

Photo 6IIAA
Use native plant materials

d. Site areas not used for buildings, parking or other designated functions shall be landscaped.

e. Planting trees, shrubs vines and ground cover in combination with berming and/or strategically placed screen walls should be used for screening. Plant materials used for

screening should be predominantly evergreen which are combined and spaced appropriately to provide effective screening.

5.2 Streetscape Landscaping

a. Street trees should be planted at intervals to create a full canopy of shade along sidewalks and walkways, when the trees mature. Trees should be protected with tree grates and tree fences when appropriate to allow for growth and maturing of the tree.

Photo 6IIAB
Create full shade canopy

b. Primary street trees should provide shade for the pedestrians, define the public way and soften the street; Secondary street trees should complement and support the primary trees in form and function; Accent trees should be used to define entrances, add variety in form and color or highlight other focal points of the streets.

c. Low growing (max 36") shrubs should be used to frame the sidewalk, define entrances for public plazas and screen parked cars in parking areas abutting the street.

d. Ground plane treatments, ground cover and seasonal plants for color variation should be incorporated into the streetscape landscaping.

e. Trees and shrubs planted at all intersections and driveways shall be selected and located to maintain a safe sight line distance for vehicles and pedestrians.

f. Landscaping should have little or no mess, should be drought tolerant or native species, and should have relatively open structure to allow light to penetrate. Plant materials for streetscapes should be selected and located to avoid future conflicts with underground and overhead utility lines, easements, services and equipment.

g. Medians should be incorporated into the streetscape by use of landscaping compatible with that of the street edge landscaping.

6.0 Other Design Features

6.1 Fencing and Screening

a. Commercial sites that abut residentially zoned properties shall provide a bufferyard as provided in the Zoning Code (refer to D, Parking Standards). In cases where a commercial parking lot adjoins residential, a solid wall or fence with minimum height of six feet shall be constructed continuously along the boundary.

b. Fencing between commercial uses and open space is discouraged. When necessary, for purposes of security, such fencing shall be an open type (i.e., wrought iron) to allow views to the open space.

c. Walls and fences shall be made of native stone, masonry with cement plaster finish, wood, vinyl clad, chain link, detailed wrought iron or brick.

d. Screen materials and colors shall complement the buildings architectural style utilizing the prevalent materials and design for the structure and the neighborhood. Materials and finishes shall be durable, able to withstand local climatic conditions and easily maintained.

6.2 Lighting

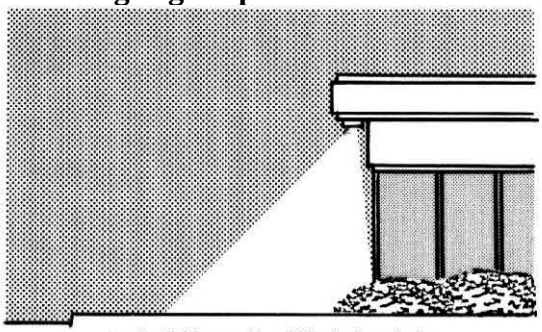
a. Exterior lighting should be used to enhance architectural, landscaping and other project features with the exception of roof lights or lighted roof panels. Fixtures, standards and all exposed lighting accessories should be harmonious with building design.

Photo 6IIAC
Enhanced architecture with lighting

b. Main building entries should have the highest amount of illumination followed by the pedestrian walkways.

c. Lighting levels should be limited to the minimum levels necessary to provide public safety. Lighting fixtures should be thoughtfully placed to avoid light spillage and glare on adjacent properties."Down shine" luminare should be utilized.

Figure 27
Confining Light Spread



d. Lighting fixtures should be thematic to complement the architecture of the project and should be of durable and vandal resistant materials and construction. Energy efficient lighting shall also be utilized.

Photo 6IIAD
Thematic lighting

e. Neon lighting, if used, should be limited in application to proper architectural period and/or building styling.

f. Lighting "spill over" shall not exceed 1.0 foot candles at any point on residential premises, churches and other sensitive uses.

Photo 6IIAE
Pedestrian lighting

g. A photometric lighting plan of site illumination including all site and building mounted exterior lighting indicating the level of illumination proposed throughout the entire site should be provided to City staff before project approval.

h. Parking areas and drive entries should have illumination levels of 1.5 footcandle at the pavement surface for increased safety and adequate identification. However, maximum acceptable lighting levels on abutting residential properties shall be limited to no more than 1.0 foot candles power at the property line.

i. Parking and vehicle circulation area light standards shall not exceed twenty five feet (25') in height from the adjacent finished grade of the lot. Lighting should be located to ensure adequate light levels are dispersed evenly throughout the lot. The lighting plan and landscape plan shall be coordinated to avoid conflicts with trees.

j. Commercial projects abutting residential uses shall not place light fixtures higher than ten feet (10') in parking areas unless the fixture is setback from the property line a distance equal to twice the height of the proposed fixture (maximum twenty feet (20') high).

k. Pedestrian walkway lighting should have a minimum illumination level of .5 footcandle at walking surface to identify any level changes. This can be achieved through the use of low bollard type luminaries' three to four feet (3'-4') maximum height or taller ornamental lighting fixtures to fifteen feet (15') maximum height. The posts should be located to avoid hazards for pedestrians and vehicles, they should be placed to minimize glare and the coverings should be shatter proof.

6.3 Storage and Building Equipment

a. Screening of building equipment shall be integrated into the building design to prevent undesirable views from public roadways, adjacent properties and other areas from which observation by the public may occur.

Photo 6IIAF

b. Outdoor storage in commercial projects shall be screened from the public view through a combination of location on property, building design and landscaping with berming and fencing.

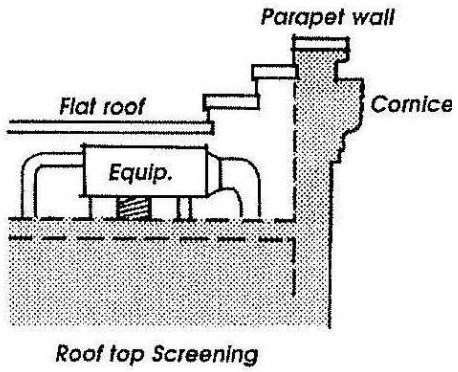
c. New public utilities revisions and infrastructure shall be placed underground if feasible.

d. Ground mounted utility infrastructure, including HVAC units, electrical switch gear or panels, telephone or cable boxes,

gas meters, fire sprinkler risers, irrigation controllers and lighting timers shall be oriented away from public view corridors and appropriately screened with architectural enclosures (integrated into the building design) or landscape screen treatment (evergreen shrubbery) to the maximum extent permitted by the utility.

e. Roof mounted equipment shall be screened from view of adjacent properties, roads, and pedestrian areas. Special attention should be given to changes in elevations where views of roofs from adjacent roadways occur. In this case equipment should be screened by parapet walls of sufficient height or enclosed in a screen shelter.

Figure 28
Screening Roof Equipment



f. Solar panels are encouraged and should be integrated into the design of the roofs. If solar components are of such a nature that they cannot be made visually pleasing, they should be hidden from view with screening.

g. Refer to D regarding designs for mail delivery features.

6.4 Trash/Recycling Enclosures

a. Refer to Appendix D of the Manual concerning more specific trash enclosure design standards.

b. All refuse and recycling containers shall be placed within screened storage areas or enclosures that are designed with current Recology standards.

c. Enclosures must be sized to accommodate the anticipated volume of trash while taking advantage of centralizing enclosures in situations of multiple buildings and/or users.

d. Enclosures shall be constructed of six-foot high masonry walls with solid metal gates. Enclosure finishes should match the building in color and texture and should include stonework, landscaping, berms, wood and other natural elements common to Williams.

Photo 6IIAG
Attractive Trash Enclosure Design

e. Enclosures shall be constructed of non-combustible materials and shall be located no closer than five feet (5') from any building in accordance with the Fire Department.

f. Trash enclosures for commercial projects

shall not be placed within twenty feet (20') of abutting residential zoned properties. Enclosures shall be located remotely from project entrances, building entrances, public view corridors and main circulation paths.

g. Enclosures shall allow for a minimum three-foot (3') landscape buffer on all non-accessible sides.

h. Recycling drop-off areas shall be located away from the primary public view corridors and avoid direct impact on pedestrian or vehicular circulation. Convenient access to these areas shall be provided to encourage their use.

i. Building equipment and storage on the ground should be screened from public view with durable materials that complement the building and the environment.

j. Enclosure design shall be treated with importance to ensure quality and attention to detail.

6.5 Public Spaces

a. Commercial centers shall provide outdoor public spaces like plazas and courtyards with seating areas to complement the commercial uses and to provide an area for pedestrians and employees to relax and enjoy the outdoors.

Photo 6IIAH
Public Spaces

b. Public spaces shall be located along streets within sight and easy walking distance from each other to provide a continuous, well-linked sequence of pedestrian destinations.

c. Public spaces shall provide a contrast to adjacent buildings by use of landscaping, sitting areas and walkways. Types of seating should range from single benches to groups of seats or benches. Steps, low walls and planters can also provide seating.

d. Public spaces shall incorporate built and natural amenities that will attract people to the area. These amenities include water features, sun, shade, sitting areas, public art, outdoor stages and landscaping. Design selection and placement of all site furnishings such as tables, benches and trash receptacles should be based on consideration of the overall concept of the site and architectural character of the project as well as any design “theme” that may have been established by adjoining uses or in the neighborhood.

Photo 6IIAJ
Public seating

e. Materials including native stone, brick, stamped or color pavement and decorative tiles shall be used in pedestrian networks, plazas and sitting areas to emphasize detail and pedestrian scale.

Photo 6IIAK
Use of pedestrian scale details

f. Visual features such as art, sculptures, fountains, historic elements or other water features should be located within Public Spaces to create a sense of character throughout Williams.

Photo 6IIAL
Public art

g. Outside vending machines, newspaper stands, automatic teller machines and other assorted mechanical fixtures or devices should not have a visually prominent appearance and should be designed into the architecture of the project.

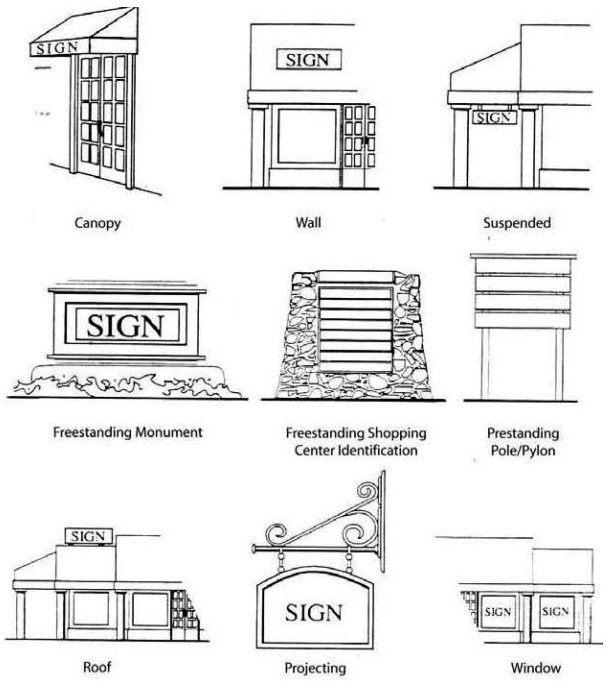
7.0 Signage

7.1 General Sign Guidelines

a. Permitted number of signs, sizes, types and locations shall be determined by application of the Williams Sign Ordinance. Refer to D of the Manual for reference to the Sign Code.

b. Multiple building projects shall establish a full signage criteria package for the main building(s) and pad building(s) that defines the parameters of sign type, size, font, placement, illumination, color and construction to ensure integration of all tenant and center signage. Refer to Exhibit A from Appendix D of this Manual for an example of a Shopping Center Sign Program.

Figure 29
Various signs



c. No signs should be placed in public right-

of-ways on sidewalks or streets except hanging over sidewalks. All overhead signs should clear adjacent sidewalks with minimum headroom of eight (8) feet, and should project no more than four (4) feet into a public right-of-way.

d. Roof signs are discouraged. Roof signs, where allowed, shall incorporate subtle colors, and frames or supporting structures should be concealed from public view or painted to match the background roof materials.

Photo 6IIAM
Discouraged roof sign example

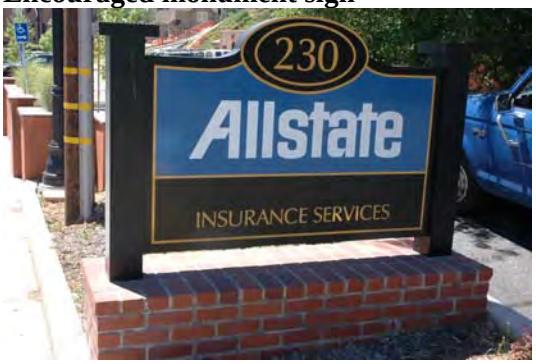
e. Signage should be designed as an integral architectural element of the project and site to which it relates. Sign placement on a facade should complement building elements rather than block them.

Photo 6IIAN
Preferred sign design

Photo 6IIAO
Discouraged sign design

f. All signs should be compatible with other signs on the premises and not compete for attention. Identification signs of prototype design and corporation logos should conform to the criteria for all other signs.

Photo 6IIAP
Encouraged monument sign



g. All signs should be minimum size and height to adequately identify the business name. The number of graphic elements such a letters, numbers and logos on a sign should be held to the minimum needed to convey the sign's major message and should be composed in proportion to the area of the sign's face. Additional information, such as products and services, which add clutter and unnecessary advertising is discouraged. The use of telephone numbers or web addresses on signs is also discouraged.

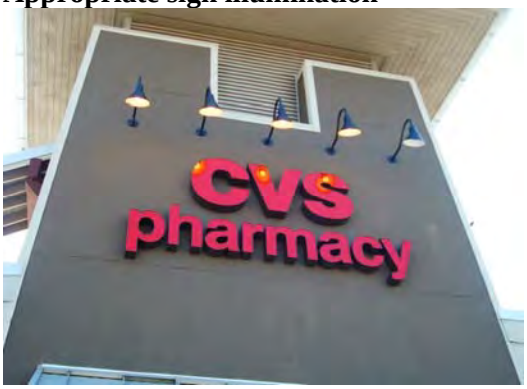
Photo 6IIAQ
Franchise logo sign in attractive monument

h. All buildings shall have address numerals, in colors that contrast with the background, which shall be placed in a location visible from the street. All detached signs shall incorporate the street address number it identifies.

i. Color of signs and sign components should be complementary to the building architecture, color and character.

j. Illumination shall be indirect lighting with the light source shielded from view, or if internal to the sign, only the letters of the business name may be illuminated. Sign backgrounds shall be opaque.

Photo 6IIAR
Appropriate sign illumination



k. Landscaping should be incorporated into the signage design of all ground mounted signs.

Photo 6IIAS
Landscaping in sign design

l. Signage is encouraged to be thematic with use of images representative of the use(s) being advertised.

Photo 6IIAT
Thematic sign

m. Any new neon signage or neon building features shall be subject to separate review and approval by the Design Review Committee.

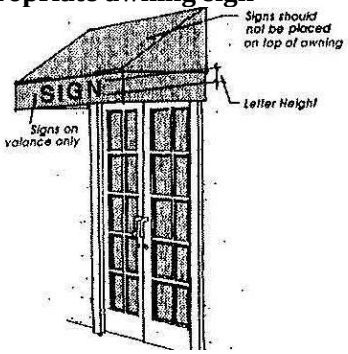
n. Neon signage or neon building features should be used as an enhancement to the building and related architecture. It should help identify the business but not advertise specific products, services or name brands.

Photo 6IIAU
Preferred neon signage

Photo 6IIAV
Discouraged neon signage

o. Awning signs should be integrated into the awning and be limited to the awning flap (valance) or to the end panels of angled, curved or box awnings. Canvas awning signs should not appear to be separately pasted or applied on as a different material.

Figure 30
Appropriate awning sign



Design Guidelines

Section III
Business Park and Industrial Design Projects

1.1 Business Park and Industrial Design Goals:

a. To develop new business park and industrial building architecture oriented to the design context of Williams.

b. To encourage project designs that are functional for business park and industrial businesses.

c. To yield a variety of business park and industrial opportunities.

1.2 General Design Intent:

a. To emphasize and encourage new development and sign design in context to the City's Design Preferences for the two business park and industrial design areas of Williams.

b. To stimulate original design solutions tailored to the site rather than utilize generic or trademark buildings and site design.

c. To seek site designs that conserve community attributes and that provide a sense of natural setting and continuity with the past.

d. To integrate the natural and built environment through preservation and enhancement of natural features of a site as an element within the overall design.

e. To encourage design that adds to the character of the community by providing opportunities for integration of the project with the adjacent properties, the neighborhood and the City.

f. To encourage design that incorporates the use of natural resources in all aspects of the project.

g. To encourage site design that incorporates orientation and siting for climate and energy conservation.

h. To ensure business park and industrial sites are designed to include a mix of building landscape/open space, and parking and circulation areas in balanced proportions that create appropriate mass and scale relationships within and between adjacent projects/properties.

2.1 General Design Considerations

a. Design preferences provided in Chapter 5 of this Manual shall be used as the guiding design and architectural style for new development and sign projects.

Photo 6IIIA
Business Park development

b. Building design shall recognize and protect the major view corridors of the site and adjacent neighborhood to and from the natural and built environment.

c. Building design shall add to the existing identifiable and unique sense of place in the neighborhood or create that feeling through pedestrian scale facilities and appurtenances.

Photo 6IIIB
Industrial Building development

d. Building design shall encompass the whole building (i.e., all sides) with a continuation of architectural elements, treatments, colors and careful attention to details.

Photo 6IIIC
Whole building design

e. Infill building design shall be consistent with the neighborhood's historical development types in terms of scale, design and materials.

f. Building design shall be completed by a licensed Architect or building design professional pursuant to state law.

g. Building design should incorporate design for climate and energy conservation.

h. "Large Box" or "Big Box" business park or industrial projects shall be designed in accordance with Section V of this Chapter concerning large box development design.

2.2 Site Planning and Building Placement

a. Building coverage shall not exceed the maximum coverage or floor area ratio (FAR) established in the City of Williams Zoning Code.

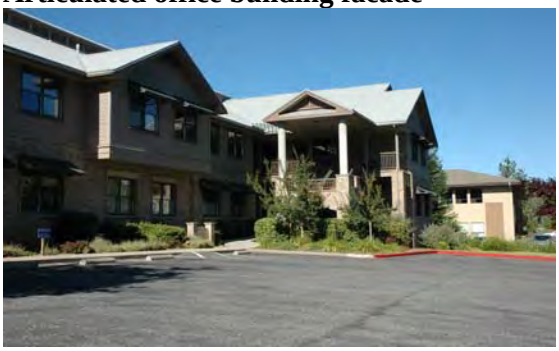
b. All new design proposals shall consider the influence on neighboring properties and should integrate the relationships between the old and new developments to create a pleasing transition. Adjacent properties zoned differently shall minimize impacts on the property zoned for lower density. This can be achieved through orientation, setbacks, building heights, buffering, fencing, landscaping, or design details. This site plan shall reflect the need for privacy of adjacent residents.

c. The site plan shall exhibit a desirable transition with the streetscape and provide for adequate planting, drainage, safe pedestrian movement, parking areas and landscaping. Shopping Center Pad buildings and/or a portion of a main building on a site shall be located along street frontages to enhance and add definition to the streetscape/street edge.

d. Buildings shall be designed to take advantage of sunlight, existing circulation, natural landscaping, open space and attractive views such as prominent landmarks, historic buildings and the natural environment.

e. Buildings within commercial centers shall avoid "Linear Placement". This can be accomplished through varied setbacks, multi-building developments and vertical and horizontal façade articulation.

Photo 6IIID
Articulated office building facade



f. Where multiple buildings are proposed, grouping/orientation of structures shall be sited to create pedestrian scaled plazas, gathering places and open spaces.

g. All business park office projects shall be linked to existing business park projects through pedestrian networks. This can be accomplished through sidewalks, covered walkways, landscaping and plazas. Where feasible, parking areas shall also be linked for internal vehicular traffic.

Photo 6IIIE
Connecting walkways

h. Development design should include preservation of natural site features, such as rock outcrops or large trees, to the extent feasible. Said resources should be incorporated into Development and public views of them should be maintained.

Photo 6IIIF
Preservation of natural site features

i. Buildings within business park and industrial centers shall avoid "Linear Placement". This can be accomplished through varied setbacks, multi-building developments and vertical and horizontal facade articulation.

2.3 Building Setbacks

a. The setbacks for individual projects shall comply with the minimum requirements set forth in the Zoning ordinance.

b. Building setbacks from public streets in infill developments must consider the surrounding building setbacks. Building facades shall utilize a minimal front setback and incorporating landscaping where feasible.

c. Business park and industrial building developments should be setback from the street to minimize unsightly views from the public.

For further information regarding minimum development requirements refer to D, Development Standards.

2.4 Massing and Form

a. Building design shall respect the height and scale of the surroundings in both the built and natural environment.

b. Building design shall utilize materials, colors and forms to reduce the large scale of business park and industrial buildings, and reflect the attention to detail that enhances Williams' community character.

c. Street facades shall have a pedestrian oriented scale through appropriate use of materials, articulation and detail.

d. Large blank walls in pedestrian traffic areas are discouraged. Articulated and angled walls, varied setbacks, facade treatments, and detailing techniques shall be used to create interest. Vertical and horizontal wall articulation, such as variation in the wallplane, color changes, or material use, can be used to visually divide the building into smaller sections.

e. Building elevations visible from freeways, major streets and adjacent properties should be designed so as not to present the appearance of a rear elevation with loading doors, large blank walls and, absence of architectural features. Angled walls, painted patterns, varied setbacks and rooflines, architectural wall treatments, and extensive landscaping and screening techniques should be used to minimize visual impacts.

f. All buildings shall have a definable base, mid body and cap element. Vertical elements in the facade should be placed to create rhythm which reduces building mass.

2.5 Architectural Elements

a. Main building entries shall be emphasized through building articulation and form to be easily identifiable and visible from the street and parking areas and to create a focal point on the front elevation. On larger buildings, detail treatments at doors and entries should include the use of porches, canopies, arches, tile, color ornamental techniques, moldings, small roofs or combinations of architectural features.

Photo 6IIIG
Use consistent architectural features

b. Access ramps, and other entry access ways for the disabled should be designed as an integral part of the building.

c. All facades shall exhibit three-dimensional detailing to cast shadows and create visual interest on the facade. The elements used to provide relief can include awnings and projections, trellises, detailed parapets and arcades.

d. Windows, entry ways, columns, awnings and other architectural features shall be compatible with the streetscape and create a repetitive rhythm that creates human scale and encourages
continued walking along the street.

e. Designs shall relate to the surrounding architecture by providing similar facade treatments.

f. Architectural elements such as horizontal bands, window lines overhangs, canopies, balconies and awnings should be used to make buildings appear shorter.

g. Protected courtyards, porches, arcades, verandas and overhangs should be utilized as effective means for shading exterior wall surfaces and windows from direct sun exposure as well as adding visual character to the building.

h. Windows shall have details appropriate to the buildings architectural style.

Photo 6IIIH
Windows help relieve visual mass

i. Mail delivery facilities in commercial projects should be "Gang" type delivery and collection boxes. These facilities should be included on site (located out of pedestrian and vehicular circulation) with paved areas for pedestrian access and landscaped screening as determined by the U.S. Postal Service (refer to D regarding Mail Delivery Features).

j. All railing including stairway handrails and guardrails and decorative railing shall be constructed of wood or metal and should be painted to coordinate with other building features and elements.

2.6 Roofs

a. Roof forms are an integral part of the building design and shall be used to complement and enhance the building style and Architecture.

b. Rooflines should be varied and articulated to enhance building character.

c. Roofline cornices, shadow lines and detailed eaves should be carefully and thoughtfully detailed to create interest on the building façade neighborhood and the quality and style of other building materials used.

d. Appropriate roofing material considerations for use in the Williams area include, but are not limited to, slate, concrete tile (flat with smooth or raked finish), copper, standing seam or batten metal roof (factory applied enamel finishes only), corrugated metal simulated wood shakes or shingles and architectural grade composition shingles.

Photo 6IIIJ
Articulated rooflines

e. Roof overhangs on south and west facing walls of buildings offer effective protection of window areas from the summer sun, while allowing in the lower winter sun rays.

2.7 Materials and Finishes

a. Construction materials that reflect a sense of Williams western and Early California heritage is encouraged for new construction. These include but are not limited to metal roofing and siding, wood siding, split faced block, and stone. Attention to detail in application is the key for successful material use.

b. Texture and color shall be used to reduce apparent size of building and create visual harmony while enhancing the streetscape appearance of the building. Aesthetic use of materials, textures and colors should be extended to all elevations.

c. Color selection for buildings shall reflect or complement the natural environment of the Williams area utilizing earth tone and natural colors. Color Palettes may include the introduction of bright accent colors for emphasizing details.

d. Any metal exposed on buildings shall be of architectural quality, color and texture and should be harmonious with the surrounding

neighborhood buildings. It should be composed of low glare materials, which will not result in off-site light glare or have an unfavorable appearance when viewed from public streets or from other surrounding areas.

e. Metal building designs shall be consistent with the character of Williams with careful attention to architectural detail. Detail shall be emphasized through the use of trim bands, parapets, fascias, entry recess design elements, reveals, covered entries, decorative windows and other design features which result in appearances similar to conventionally constructed buildings. Construction of metal buildings shall comply with the City's Metal Building Design Standards, Section VI of this Chapter.

Refer to Appendix D of the Manual concerning design standards and policies concerning colors and painting and repainting of buildings.

3.0 Circulation

3.1 General Circulation Guidelines

a. Parking lot designs shall provide clearly identifiable and easily accessible entrances to project sites, integrate and separate the needs of pedestrians and vehicles, provide aisle circulation patterns with avoidance of dead-end aisles, and provide or address the potential of interconnection between adjacent similar uses. Whenever feasible, curb cuts on-site, and those of adjacent uses, should be combined to minimize the number of entrances on a public right-of-way.

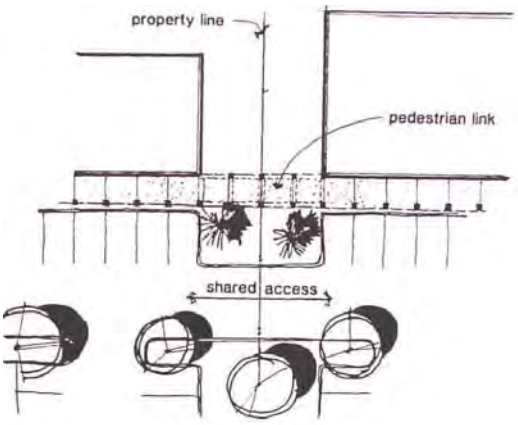
b. Business park and industrial project design should be designed to accommodate other modes of transportation by providing facilities and links needed for pedestrians and bicyclists.

c. Efficient and safe vehicle circulation between the building and the street, and on-site shall be provided in all business park and industrial projects.

3.2 Vehicle Access and On-Site Circulation

a. Shared access drives between adjacent parcels of similar use should be utilized to minimize the number of curb cuts to the street. Reciprocal access and parking agreements, between compatible adjacent land uses, for pedestrians and vehicles are strongly encouraged.

Figure 31
Shared Access



b. Major access points to commercial centers or adjacent developments should have coordinated access points whenever possible. Separated ingress and egress points with landscaped islands should be provided. Ingress or egress points shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.

c. On-site vehicle circulation should be designed to discourage speeding throughout parking areas to minimize the potential conflict with pedestrians and parked vehicles. Radii for turns shall be designed to facilitate emergency vehicles to the satisfaction of the Fire Department.

d. Vehicle repair garages, tire stores, service stations, car washes, should be oriented to avoid service bays fronting on the street frontage.

e. Avoid use of bumpers in the parking areas to facilitate lot cleaning.

3.3 Pedestrian Access

a. All pedestrian circulation walkways shall be designed to provide access to the disabled in compliance with the American Disabilities Act (ADA) and/or California Title 24, California Building Code (CBC).

b. New business park and industrial projects and significant remodels shall provide continuous pedestrian walkways in the public right-of-way or landscape corridor.

Photo 6IIIK
Connecting walkways

c. Pedestrian access shall be clearly defined by sidewalk corridors of a minimum width of four feet. Accent paving materials should be used at entry and transition areas within public sidewalks or pavement areas.

d. Pedestrian pathways should utilize common design elements, i.e., colors, textures, materials, pedestrian scale lighting, furniture, trash receptacles, signage, etc.

e. Bicycle routes, lanes and pathways should be developed throughout Williams and linked to office projects to encourage alternatives to vehicle travel. Where bike routes exists or are planned, new projects shall incorporate connections into the project design.

3.4 Parking

a. Parking shall be provided in accordance with the City's Zoning Code and designed in accordance with the City's Parking Standards. Refer to the City's Parking Standards, D of the Manual for minimum design requirements.

b. Disabled accessible parking spaces shall be provided and located as required by the American Disabilities Act (ADA) and California Title 24 regulations contained in the California Building Code (CBC). Disabled path of travel from the accessible stalls, public rights-of-ways, public transportation and between all structures on site shall be provided.

c. Each site shall provide the minimum number of parking spaces and the minimum space size and aisle dimensions as required by the Zoning Ordinance. Compact parking spaces, when provided, shall be dispersed evenly throughout parking area.

d. Parking runs shall be limited to a maximum of eight (8) spaces separated by a "finger island" planter of six feet (6') in width (measured inside curb face) by the depth of the stall to allow for the root zone of a large canopy shade tree(s). Planters shall be protected from vehicles through the use of raised curbs. Trees planted in parking lots should be deciduous and spaced so as to provide appropriate shade coverage at maturity. Refer to Appendix Dof the Manual concerning landscaping standards.

g. End row parking spaces should be protected from the tuning movements of other vehicles with a curb.

3.5 Loading and Service

a. Loading and service areas for delivery or transfer of merchandise including vehicle access to those areas shall be screened from public view corridors and building entries by a combination of building design, layout, grade separations, masonry walls and dense landscaping.

4.0 Streetscape Design

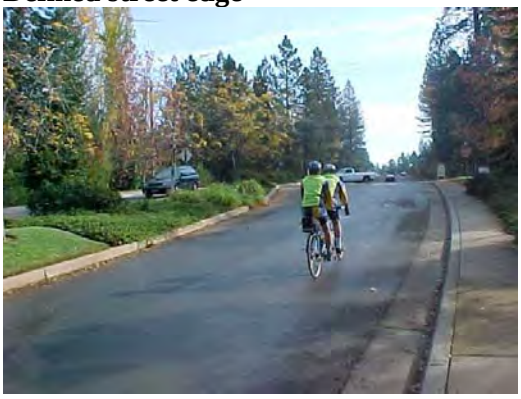
4.1 General Design Considerations

a. "Canopy" street trees shall be planted at consistent intervals along the street with the integration of groupings of "vertical" trees to create a "natural" street edge environment.

b. Landscaping shall be used to enhance the streetscape design of business park and industrial areas within Williams by providing shade, defining public areas, softening hardscape, and accenting architectural elements.

c. The "street edge" shall be defined through consistent setbacks, landscaping, walls, building placement and street trees that define pedestrian and vehicular corridors while providing a welcoming "pedestrian friendly" space.

Photo 6IIIL
Defined street edge

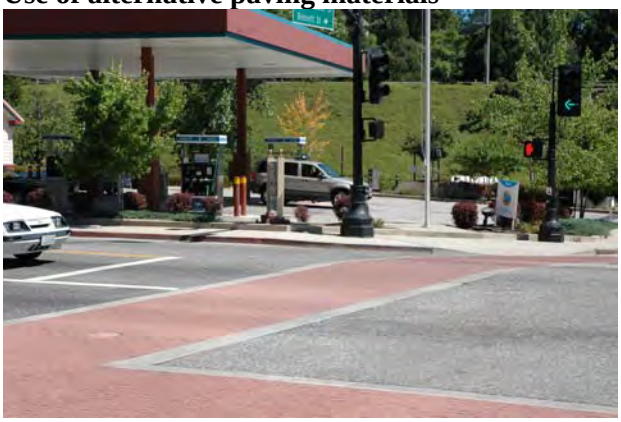


4.2 Walkways and Sidewalks

a. Sidewalks should include features to improve pedestrian safety including separation from curb with a planting strip and rumble strip crosswalks.

b. The use of alternative paving materials such as brick, interlocking pavers, cobbles, tile, accent paving, stamped concrete and granite pavers on sidewalks, walkways and pedestrian crossings is encouraged precisely at locations where pedestrian and vehicular traffic converge.

Photo 6IIIM
Use of alternative paving materials



4.3 Street Furniture

a. Furnishings should be selected based on usefulness, durability, maintenance and aesthetic detail. Styles of furnishings shall be consistent with or complementing to styles existing in the project area.

Photo 6IIIN
Attractive furniture

5.0 Landscaping

5.1 Project Development Landscaping:

a. Refer to Appendix D for more specific design standards for landscaping, recommended trees and plans and planting requirements.

b. The natural characteristics of the site including existing trees, rock outcroppings, slope and/or other natural features, soil type, climatic conditions, topography, drainage patterns and solar orientation should be incorporated into the landscape design to visually enhance development.

c. Landscape designs shall complement and enhance, rather than replicate, adjacent site landscaping. Native plant materials shall be used. Use of turf shall be limited to accent areas and activity areas pursuant to the City's Water Efficient Landscape Regulations.

d. Site areas not used for buildings, parking or other designated functions shall be landscaped.

e. Planting trees, shrubs vines and ground cover in combination with berming and/or strategically placed screen walls should be used for screening. Plant materials used for screening should be predominantly evergreen which are combined and spaced appropriately to provide effective screening.

5.2 Streetscape Landscaping

a. Street trees should be planted at intervals to create a full canopy of shade along sidewalks and walkways, when the trees mature. Trees should be protected with tree grates and tree fences when appropriate to allow for growth and maturing of the tree.

b. Low growing (max 36") shrubs should be used to frame the sidewalk, define entrances for public plazas and screen parked cars in parking areas abutting the street.

c. Trees and shrubs planted at all intersections and driveways shall be selected and located to maintain a safe sight line distance for vehicles and pedestrians.

d. Landscaping should have little or no mess, should be drought tolerant or native species, and should have relatively open structure to allow light to penetrate. Plant materials for streetscapes should be selected and located to avoid future conflicts with underground and overhead utility lines, easements, services and equipment.

e. Medians should be incorporated into the streetscape by use of landscaping compatible with that of the street edge landscaping.

6.0 Other Design Features

6.1 Fencing and Screening

a. Business park and industrial sites that abut residentially zoned properties shall provide a bufferyard as provided in the Zoning Code (refer to Appendix D, Parking Standards). In cases where a commercial parking lot adjoins residential, a solid wall or fence with minimum height of six feet shall be constructed continuously along the boundary.

b. Fencing between commercial uses and open space is discouraged. When necessary, for purposes of security, such fencing shall be an open type (i.e., wrought iron) to allow views to the open space.

c. Walls and fences shall be made of native stone, masonry with cement plaster finish, wood, vinyl clad, chain link, detailed wrought iron or brick.

d. Screen materials and colors shall complement the buildings architectural style utilizing the prevalent materials and design

for the structure and the neighborhood. Materials and finishes shall be durable, able to withstand local climatic conditions and easily maintained.

6.2 Lighting

a. Exterior lighting should be used to enhance architectural, landscaping and other project features with the exception of roof lights or lighted roof panels. Fixtures, standards and all exposed lighting accessories should be harmonious with building design.

Photo 6IIIO
Industrial accent lighting

b. Main building entries should have the highest amount of illumination followed by the pedestrian walkways.

c. Lighting levels should be limited to the minimum levels necessary to provide public safety. Lighting fixtures should be thoughtfully placed to avoid light spillage and glare on adjacent properties.“Down shine” luminare should be utilized.

d. Lighting fixtures should be thematic to complement the architecture of the project and should be of durable and vandal resistant materials and construction. Energy efficient lighting shall also be utilized.

Figure 32
Confining Light Spread

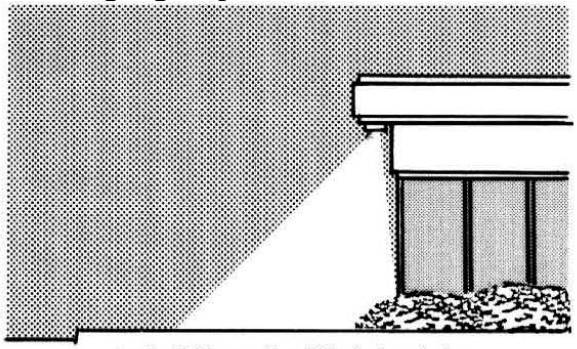


Photo 6IIIP
Complementary lighting

e. Lighting “spill over” shall not exceed 1.0 foot candles at any point on residential premises, churches and other sensitive uses.

f. A photometric lighting plan of site illumination including all site and building mounted exterior lighting indicating the level of illumination proposed throughout the entire site should be provided to City staff before project approval.

g. Parking areas and drive entries should have illumination levels of 1.5 footcandle at the pavement surface for increased safety and adequate identification. However, maximum acceptable lighting levels on abutting residential properties shall be limited to no more than 1.0 foot candles power at the property line.

h. Parking and vehicle circulation area light standards shall not exceed twenty five feet (25') in height from the adjacent finished grade of the lot. Lighting should be located to ensure adequate light levels are dispersed evenly throughout the lot. The lighting plan and landscape plan shall be coordinated to avoid conflicts with trees.

i. Business park and industrial projects abutting residential uses shall not place light fixtures higher than ten feet (10') in parking areas unless the fixture is setback from the property line a distance equal to twice the height of the proposed fixture (maximum twenty feet (20') high).

j. Pedestrian walkway lighting should have a minimum illumination level of .5 footcandle at walking surface to identify any level changes. This can be achieved through the use of low bollard type luminaries' three to four feet (3'-4') maximum height or taller ornamental lighting fixtures to fifteen feet (15') maximum height. The posts should be located to avoid hazards for pedestrians and vehicles, they should be placed to minimize glare and the coverings should be shatter proof.

Photo 6IIIQ
Attractive pedestrian lighting

6.3 Storage and Building Equipment

a. Screening of building equipment shall be integrated into the building design to prevent undesirable views from public roadways, adjacent properties and other areas from which observation by the public may occur.

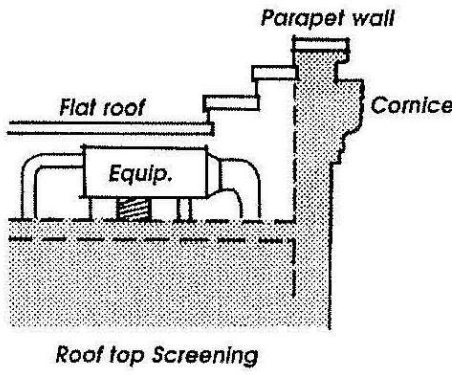
b. Outdoor storage in business park and industrial projects shall be screened, to the extent reasonable, from the public view through a combination of location on property, building design and landscaping with berming and fencing.

c. New public utilities revisions and infrastructure shall be placed underground if feasible.

d. Ground mounted utility infrastructure, including HVAC units, electrical switch gear or panels, telephone or cable boxes, gas meters, fire sprinkler risers, irrigation controllers and lighting timers should be oriented away from public view corridors and appropriately screened with architectural enclosures (integrated into the building design) or landscape screen treatment (evergreen shrubbery) to the maximum extent permitted by the utility.

e. Roof mounted equipment should be screened from view of adjacent properties, roads, and pedestrian areas. Special attention should be given to changes in elevations where views of roofs from adjacent roadways occur. In this case equipment should be screened by parapet walls of sufficient height or enclosed in a screen shelter.

Figure 33
Screening Roof Equipment



f. Solar panels are encouraged and should be integrated into the design of the roofs. If solar components are of such a nature that they cannot be made visually pleasing, they should be hidden from view with screening.

g. Refer to Appendix D regarding designs for mail delivery features.

6.4 Trash/Recycling Enclosures

a. Refer to Appendix D of the Manual concerning more specific trash enclosure design standards.

b. All refuse and recycling containers shall be placed within screened storage areas or enclosures that are designed with current Recology standards.

c. Enclosures must be sized to accommodate the anticipated volume of trash while taking advantage of centralizing enclosures in situations of multiple buildings and/or users.

Photo 6IIIR
Attractive enclosure design

d. Enclosures shall be constructed of six-foot high masonry walls with solid metal gates. Enclosure finishes should match the building in color and texture and should include stonework, landscaping, berms, wood and other natural elements common to Williams.

e. Enclosures shall be constructed of non-combustible materials and shall be located no closer than five feet (5’) from any building in accordance with the Fire Department.

f. Trash enclosures for commercial projects shall not be placed within twenty feet (20') of abutting residential zoned properties. Enclosures shall be located remotely from project entrances, building entrances, public view corridors and main circulation paths.

g. Enclosures shall allow for a minimum three-foot (3') landscape buffer on all non-accessible sides.

h. Recycling drop-off areas shall be located away from the primary public view corridors and avoid direct impact on pedestrian or vehicular circulation. Convenient access to these areas shall be provided to encourage their use.

i. Building equipment and storage on the ground should be screened from public view with durable materials that complement the building and the environment.

j. Enclosure design shall be treated with importance to ensure quality and attention to detail.

7.0 Signage

7.1 General Sign Guidelines

a. Permitted number of signs, sizes, types and locations shall be determined by application of the Williams Sign Ordinance. Refer to D of the Manual for reference to the Sign Code.

b. Multiple building projects shall establish a full signage criteria package for the main building(s) and pad building(s) that defines the parameters of sign type, size, font, placement, illumination, color and construction to ensure integration of all tenant and business park or industrial center signage. Refer to Exhibit A from Appendix D of this Manual for an example of a Center Sign Program.

Photo 6IIIS
Business Park identification sign

c. Roof signs are discouraged. Roof signs, where allowed, shall incorporate subtle colors, and frames or supporting structures should be concealed from public view or painted to match the background roof materials.

d. Signage should be designed as an integral architectural element of the project and site to which it relates. Sign placement on a facade should complement building elements rather than block them.

e. All signs should be compatible with other signs on the premises and not compete for attention. Identification signs of prototype design and corporation logos should conform to the criteria for all other signs.

f. All signs should be minimum size and height to adequately identify the business name. The number of graphic elements such a letters, numbers and logos on a sign should be held to the minimum needed to convey the sign's major message and should be composed in proportion to the area of the sign's face. Additional information, such as products and services, which add clutter and unnecessary advertising is discouraged. The use of telephone numbers or web addresses on signs is also discouraged.

g. All buildings shall have address numerals, in colors that contrast with the background, which shall be placed in a location visible from the street. All detached signs shall incorporate the street address number it identifies.

h. Color of signs and sign components should be complementary to the building architecture, color and character.

i. Illumination shall be indirect lighting with the light source shielded from view, or if internal to the sign, only the letters of the business name may be illuminated. Sign background shall be opaque.

Photo 6IIIT
Sign design that matches main building

j. Landscaping should be incorporated into the signage design of all ground mounted signs.

k. Any new neon signage or neon building features shall be subject to separate review and approval by the Design Review Committee.

l. Neon signage or neon building features should be used as an enhancement to the building and related architecture. It should help identify the business but not advertise specific products, services or name brands.

Design Guidelines

Section IV
Historic District Design Standards/Guidelines:

Guidelines:

Introduction: As presented in Chapter 3 of the Manual, there are four distinct design areas in the City that should be uniquely approached from an architectural context standpoint based on their historic development and architectural characteristics. This section addresses design guidelines for the Downtown Commercial Area (District) as noted in Figure 1 on the next page. The Central Downtown District is the cultural hub of the community so specific design guidelines have been developed to implement the following design principles:

1. ***The Central Focal Point:*** *Reinforce and enhance the City's Downtown as one of the primary focal points of the community.*

2. ***Design for the Human Scale:*** *Design for the human scale and perceptions to create a sense of neighborhood and community that draws from the existing Old Town Williams historic character and is both interesting and comfortable for walking.*

3. ***Community Focus:*** *Design to create an identifiable commercial core that is the focus of the surrounding residential neighborhood and provides a social place where people want to gather.*

4. ***Cultural Design Reference:*** *Provide guidance to owners, architects, and designers in the utilization of Williams' historic and cultural roots and character as the means of providing a unique and harmonious physical downtown area. The Williams community has selected the architectural style of "frontier or western design" as best representative of the historic past and the style most suited to provide a sense of community within the neighborhood conservation and commercial core areas in and around Downtown Williams.*

5. ***Mixed Use:*** *Design for a mix of residential and commercial land uses to vitalize the community and encourage people to live near where they work.*

It is recognized that, for the most part, the Central Historic Commercial District will become developed with modern structures that are capable of service current commercial purposes. While it is not the purpose of the City to create replication of this earlier era of Williams, there is an intent to create a commercial core that can be easily identified with this era. As noted in Chapter 5 of the Manual, the preferential architectural styles for this area include Western "False Front", Mercantile Masonry, Barn Style and Mediterranean Revival. This section presents design guidelines enable to achieve this vision.

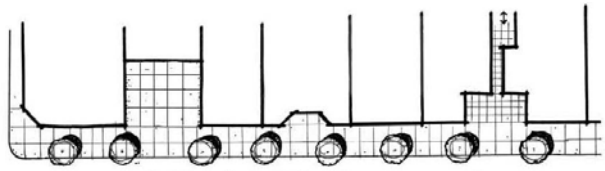
1.1 General Design Considerations

a. Maintain a pedestrian oriented downtown by retaining a continuous sidewalk with buildings and structures oriented to the street.

b. In the central downtown area, particularly along E and 7th Streets, buildings should align with the street property line.

Photo 6IVA
Pedestrian oriented environment

Figure 34
Delineated Sidewalks



Pedestrian-oriented sidewalks are encouraged.

c. Encourage covered porches, canopies and awnings over the sidewalk.

Photo 6IVB
Preferred canopy

d. In the central downtown area, particularly along E Street and 7th Street, create a series of street facades composed of a series of small buildings with vertically portioned features, often with varied materials and colors as well as some differences in height of the structure and detailing of the architecture.

Photo 6IVC
Series of street facades

e. Wall material and design shall be integrated with overall architectural character.

f. Apartments and multi-family units is encouraged on the upper stories of new and remodeled commercial and office buildings in the Downtown Commercial area. Second story apartments shall have their own entryways, which can be located at both the front and back of the building.

g. Use relatively articulated doors and windows with vertical proportions and relatively small panes of glass.

Photo 6IVD
Articulated doors and windows

1.2 Siting and Building Placement

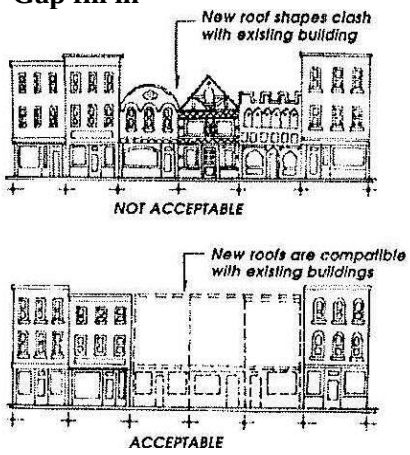
a. Where architecturally feasible, the street façade is encouraged to extend the whole frontage of the property. Some variation may be allowed for entryways, widened sidewalks or entry courtyards.

1.3 Massing and Form

a. Buildings in this area should generally be 1-1/2 to 2 stories in height (16 to 25 feet) but may vary slightly from this standard.

b. Where there are gaps in the street façade along the sidewalk, new buildings should be designed to fill the whole open areas to form a more continuous whole. Where construction of an actual building for the whole frontage would create a hardship, a suitable wall or fence may be provided to maintain this visual continuity.

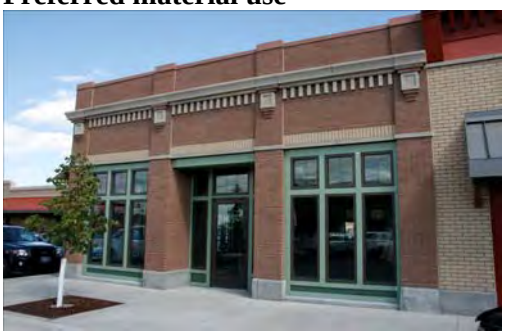
Figure 35
Gap fill in



1.4 Architectural Elements

a. In the western style façade, detailing should include:
- Pilasters and reveals in masonry construction.
- Cornices and corbels along parapets – usually composed of wood, but sometimes formed of metal or painted resins.
- Accent base and capitals on posts and columns.
- Multiple layers of trim and modeling often accented with different colors).
- Rounded edges on pilasters and columns.
- Shaped runners and turned wood spindles in hand rails.

Photo 6IVE
Preferred material use



b. Disabled-accessible ramps and railings should be integrated into the site design while minimizing impacts to the continuity of the street façade as much as possible.

c. Guardrails should complement the architectural style of the building while conforming to basic code requirements.

1.5 Materials and Finishing

a. Use building materials which are representative of the 19th Century, such as vertical wood board and batt, horizontal wood siding, and brick masonry. Avoid the use of more modern materials, such as plywood, large plate glass, plastic and unfinished aluminum.

b. Exterior materials on facades that are constructed in the Western "False Front" style are as follows:

Materials to be encouraged:

- Vertical wood board and batt. Plywood with individually nailed on

batts may also be allowed if the completed character of the façade recalls the old western style.

- Horizontal wood siding with a reveal (drop siding). Other siding materials which replicate this character may also be used.
- Brick masonry (Rusticated stone may also be allowed if it is in keeping with historic uses and architectural character of the building.
- Steel trowelled smooth finished concrete plaster (as differentiated from the textured or hand trowelled stucco finishes associated with various Spanish revival styles) in conjunction with other building materials so that the overall appearance of the building is western in nature.
- Corrugated tin or galvanized steel. Stamped metal veneers which sometimes replicate rusticated stone.

Materials discouraged:

- Modern aluminum and glass storefront construction.
- Spanish revival style stucco and arches if the building is other than Spanish revival.
- Scored plywood.
- Exposed concrete block.

c. Exterior window treatment should be as follows:

- Emphasize vertical proportions in glass panels.
- Use multiple panes of glass rather than single large sheets.
- Provide accent trim and framing for wood installations. If aluminum or other materials are used, the overall character should replicate or recall wood type installations.
- Use of flat arches (as opposed to semi circular arches typically associated with various Spanish revival styles) is encouraged in masonry facades. Wood frames are to be inset to the rear of the wall in these conditions.
- Consider use of transom windows (small windows above larger storefront windows and doors).
- Consider the use of awnings over windows.

Photo 6IVF
Preferred design

d. Visible roof materials shall be compatible with those traditionally used for the style of architecture and include:

- Composition Shingle (minimum 40 year lifetime)
- Singles or shakes (if permitted by fire code with resistive treatment).
- Slate or flat concrete tile (Spanish style tile permitted for Mediterranean Revival style architecture).
- Corrugated or standing seam metal in color and finish compatible with the building style.

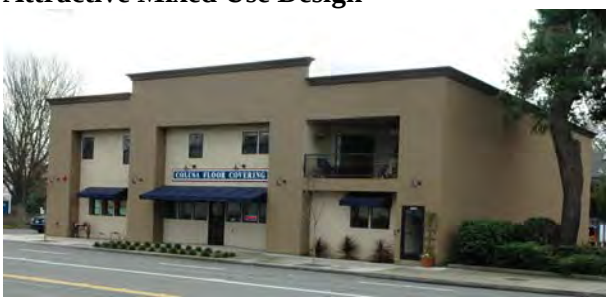
Materials not allows are:

- Spanish style when not used for Mediterranean Revival style architecture.
- High gloss metal roofs.

e. Color selections in the Downtown Commercial area should be as follows (see City Approved Historic Color Palette) :

- Use more subtle colors on larger and plainer buildings.
- Use more colors and more intense colors on small buildings or those with elaborate detailing.
- Relate paint colors to natural colors found on the building.
- Relate paint colors to existing elements found on the building, such as sings or awnings.
- Use contrasting colors which accent architectural details.
- Use colors to accent entrances.
- Avoid the most intense hues of a color.
- Avoid using more than one vivid color per building.
- Avoid using colors that are disharmonious with colors found on adjacent buildings.

Photo 6IVG
Attractive Mixed Use Design



1.6 Facade Renovations

a. Where the original façade remains (little or no remodeling has occurred), it should be preserved and repaired with as little alteration as possible.

b. Where only part of the original façade remains (limited remodeling has occurred), the façade should be repaired maintaining historic materials where possible, including the replacement of extensively deteriorated or missing parts with new parts based upon surviving examples of transoms, bulkheads, pilasters, signs, etc.

c. Where the original facade is completely missing (extensive remodeling has occurred), the first priority is to reconstruct the façade based upon historical, pictorial and physical documentation. If that is not practical, the design of the new façade should be compatible with the size, scale, proportion, material and color of the existing structure.

Figure 36
Appropriate and inappropriate façade replacements

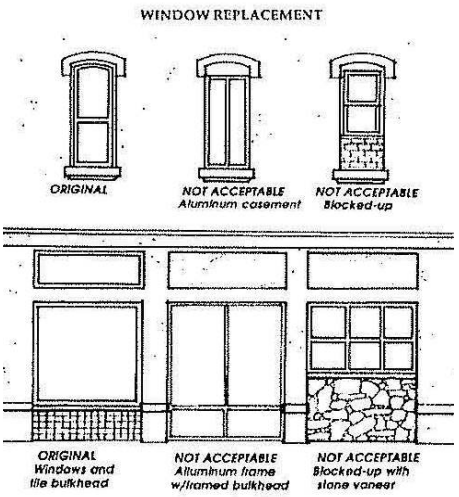
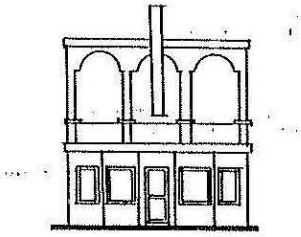


Figure 37
Restoration of Original Storefront

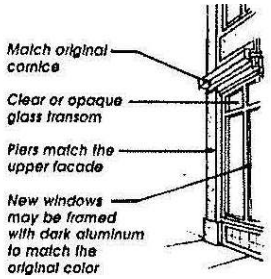


1.7 Window Replacements

a. Wherever possible, the original window openings should be retained. If the existing ceiling has been lowered, the dropped ceiling should be pulled back from the original window.

b. If possible, the original windows and frames should be saved and restored. Missing, rotting or broken sash, frames, mullions and muntins with similar material should be replaced.

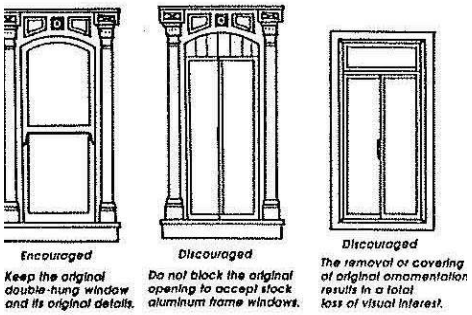
Figure 38
Desirable storefront treatment



c. If the original window openings have been altered, the openings to their original configuration and detail should be restored. Blocking or filling window openings that contribute to the overall façade design should be avoided.

d. When replacing windows, consideration should be given to the original size and shape of detailing and framing materials. Replacement windows should be the same operating type as the original window.

Figure 39
Use existing window treatment

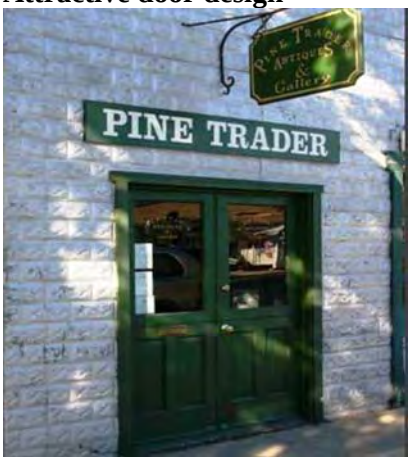


1.9 Door Replacement

a. Original doors and door hardware should be retained, repaired and refinished provided they can comply with the Americans with Disabilities Act (ADA) requirements.

b. If new replacement doors are necessary, they should be compatible with the historical character and design of the structure.

Photo 6IVH
Attractive door design



1.10 Parking

a. Parking shall be provided in accordance with the City's Zoning Code and designed in accordance with the City's Parking Standards

b. Off-street parking is discouraged in front new development. Parking is encouraged on the side or rear of new development so as not to interrupt the continuity of the street façade.

1.11 Lighting

a. Lighting should be considered an important component of the project design.

Photo 6IVI
Accent lighting

b. Lighting fixtures placed on buildings should be designed to enhance the building character and pedestrian safety, especially at entries.

Photo 6IVJ
Entry lighting

c. Neon on historical buildings is generally discouraged unless the building period and/or styling is designed to accommodate neon features.

d. Lighting fixtures on structures should not exceed the height of the building.

e. Colored lights are discouraged.

f. Vintage style lighting fixtures or replicas

should be used when the lighting is visible from the sidewalk or street.

g. Fixtures, such as gooseneck lamps, large shaded down lights over entries are appropriate.

h. Modern can or general high intensity floodlight fixtures are discouraged.

i. Parking lot light fixtures should not exceed 12 feet in height and shall have an architectural character compatible with the historic character of the town.

Photo 6IVK
Thematic lighting

1.12 Awnings

a. The shape, design, and color of fabric awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where other fabric awnings are used on the building, the design and color of the sign awnings and other awnings should be coordinated. Awning material should consist of cloth fabric that has not shiny or reflective characteristics.

Photo 6IVL
Preferred awning and material

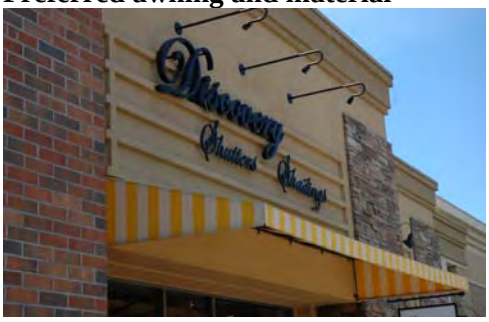


Photo 6IVM
Preferred awning and material

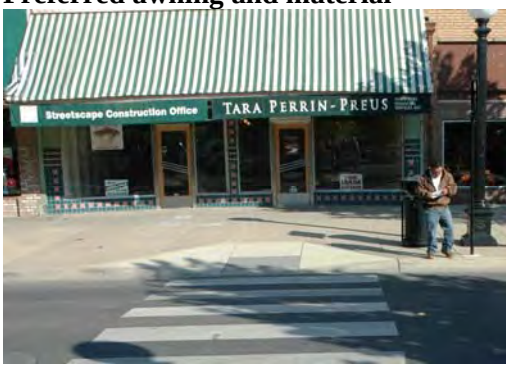


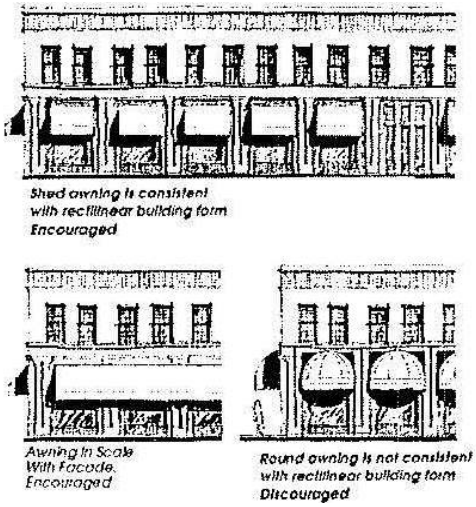
Photo 6IVN
Undesirable awning, material and sign

b. Original awnings hardware should be used if it is in working order or is repairable.

c. The traditional canvas, slated awnings is most appropriate for older storefronts and is encouraged over contemporary hooped or box styles.

Photo 6IVO
Undesirable awning, material and sign

Figure 40
Awnings should not overlap vertical building elements



1.13 Screening and Blending

a. Items such as antenna dishes, solar panels and heating and air conditioning equipment shall be screened so as not to be visible from adjacent streets.

b. When visible from adjacent streets, wall or window mounted HVAC units are not permitted.

c. New equipment or loading areas shall be concealed from view from adjacent streets.

d. Any visible pipes, ducts or visible metal work such as gutters shall be painted to match the main building colors.

e. Exterior utility panels shall be placed within enclosures or hidden from general public view if feasible. If not feasible, they shall be painted to match the main building colors.

1.14 Non Permitted Structures

a. Portable or modular structures are discouraged in the Downtown Commercial area unless they are temporary structures required during construction or remodeling.

1.15 Signs

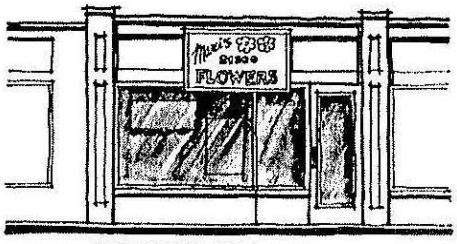
1.15-A General Design Considerations

a. Attachment of signs to the structure should be integrated as part of the architectural design of the building.

Figure 41
Recommended sign placement

RECOMMENDED SIGN PLACEMENTS

Figure 42
Discouraged sign placement



INAPPROPRIATE SIGN LOCATIONS

b. Signs should not cover up windows or important architectural features.

c. Sign colors should complement the colors used on the structure and the project as a whole.

Photo 6IVOP
Preferred sign program and awning design

d. In the core area, particularly along E and 7th Streets, signs should relate to the sidewalk instead of motorist. Small projecting signs or signs under awnings are most appropriate in these locations. These signs should be placed close to the store entrance.

Photo 6IVQ
Preferred downtown signage

f. Signs should not be painted directly over brick facades.

g. Roof signs are discouraged. If roof signs are necessary no portion of a roof sign shall exceed the height of the top of the roof.

Photo 6IVR
Discouraged sign design

Photo 6IVS
Undesirable roof sign and method of illumination

1.15-B Sign Materials and Finishes

a. Sign materials should be compatible with the design of the face of the façade where they are placed.

b. The selection of materials should contribute to the legibility of the sign. For example, glossy finishes are often difficult to read because of glare and reflections.

Photo 6IVT
Encouraged sign materials

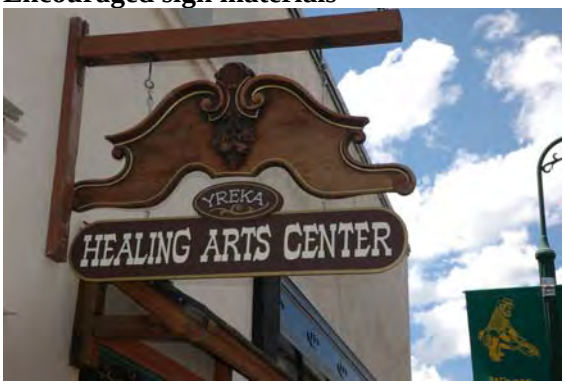


Photo 6IVU
Discouraged sign materials

c. Individually-mounted internally illuminated channel letters and internally illuminated plastic-faced cabinet signs are discouraged.

Photo 6IVV
Preferred downtown sign

Photo 6IVW
Discouraged downtown sign design

d. The following materials are recommended for signs in the Downtown Commercial area:

- Wood (carved, sandblasted, etched and properly sealed, primed and painted or stained).
- Metal (formed, etched, cast, engraved, and properly primed and painted or factory-coated to protect against corrosion).
- High density pre-formed foam or similar material. New materials may be appropriate if properly designed in a manner consistent with these guidelines and painted or otherwise finished to compliment the architecture.
- Custom neon tubing, in the form of graphics or lettering, may be incorporated into several of the above permitted sign types.

e. Paper and cloth signs are not suitable for exterior use (except for awnings) because they deteriorate quickly. Paper and cloth signs are appropriate for interior temporary use only. The use of signs on paper or cloth should be the result of careful thinking about readability and the image of the business.

1.15-C Sign Legibility

a. Letters and words should not be spaced to close together. Crowding of letters, words or lines will make any sign more difficult to read.

Photo 6IVX
Clarity in lettering

b. As a general rule, letters should not occupy more than 75% of the sign panel area.

c. Hard to read, overly intricate typefaces and symbols should be avoided.

d. Avoid the use of web addresses or telephone numbers on signs.

1.15-D Sign Illumination

a. Illumination by indirect lighting is encouraged.

b. Back-lighted solid letters, are preferred to internally illuminated letter signs.

c. Neon signage within the Historical District should be limited to replacements, maintenance and/or enhancement to existing signs.

Photo 6IVY
Indirect sign illumination

1.15-E Wall Signs

a. New wall signs should be placed consistent with locations on adjacent buildings. This can establish visual continuity among store fronts.

b. Wall signs should not project more than 4” beyond the surface of the structure.

c. The best location for a wall sign is generally a band or blank area between the first and second floors of a building.

Photo 6IVYZ
Preferred wall sign design

1.15-F Projecting Signs

a. The number of projecting signs per business should be limited to one.

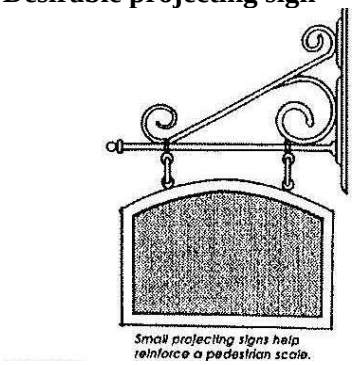
b. The distance between projecting signs should be at least 50 feet for best visibility.

c. The bottom of a projecting sign should maintain at least a 8-foot pedestrian clearance from the sidewalk level.

d. Decorative iron and wood brackets that support projecting signs are encouraged.

Photo 6IVAA
Preferred projecting sign design

Figure 43
Desirable projecting sign



f. Projecting signs should be hung at a 90 degree angle from the face of the building. It should be pinned at least 6 inches away from the wall for best visibility, but should not project beyond the vertical plane set 2 feet inside the curb line.

g. On a multi-storied building, projecting signs should be suspended between the bottom of the second story window sills and the top of the doors or windows of the first story. On a one-story building, the top of the sign should be suspended in line with the lowest point of the roof.

h. The lines of the brackets should harmonize with the shape of the sign.

1.15-G Window Signs

a. Window signs should not cover more than 25% of the area of the window area it is placed.

Figure 44
Minimize the size of window signs

b. Window signs should be limited to individual letters placed on the interior surface of the window and intended to be viewed from outside.

c. White or gold leaf paint are the recommended colors for window signs.

d. The text of the window sign should be limited to the business name and brief messages identifying the type of product or service (e.g., “maternity wear” or “attorney”) or pertinent information (e.g., “reservations required”).

Photo 6IVAB
Desirable window sign design

1.15-H Awning Signs

a. When initially installed, awnings should be provided with removable valances and end panels to accommodate future changes in sign copy. Painting cloth awnings in order to change sign copy is strongly discouraged, as this will decrease the fire resistant/retardant properties of the treated canvas.

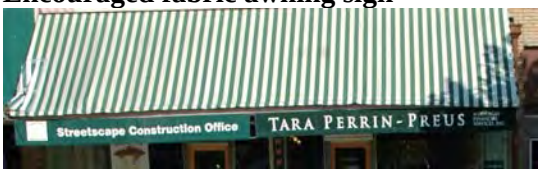
b. Awning signs shall not cover more than 25% of the total awning area.

c. Large logos and trademarks should be discouraged on awning signs.

d. Text copy should be limited to the name of the business only.

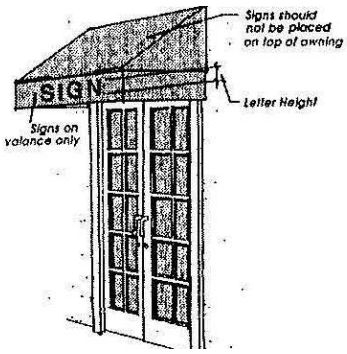
e. The text should be located only on the fabric valance flap of the awning.

Photo 6IVAC
Encouraged fabric awning sign



f. Letter colors should be compatible with the awning and the building color scheme.

Figure 45
Awning Sign Placement



Design Guidelines

Section V
Big Box Design Standards/Guidelines:

Guidelines:

Introduction: Big box structures are large, industrial-style buildings or stores with footprints that generally range from 20,000 square feet to 200,000 square feet, typically have a three-story mass that stands more than 30 feet tall, are generally rectangular in orientation and are characteristic as stand alone buildings or built within a center where a number of other businesses are located, such as a retail center. In the rural context of Williams, a big box structure can dominate the community landscape. If properly designed, a big-box structure and related design enhancements can be made to complement the community's character, be integrated into the surrounding neighborhoods and become a an attractive feature to draw business. These standards/guidelines are intended to help improve the design of big-box structures to better fit in with Williams.

There are opportunities to construct big-box structures on both the east and west sides of Williams. However, due to limited access and circulation constraints, these developments would be more appropriately located on the east side of town. Based on Chapter 5 of the Manual, the preferential architectural style for this type of development would be Barn style (please refer to the Design Preference Catalogue in Chapter 5).

Guidelines:

In addition to those requirements in Section II of this Chapter, concerning commercial and office projects, the following requirements will also apply to big-box structures.

1.1 General Design Considerations

a. Buildings are should to be located and oriented towards the main thoroughfare with parking and loading in the rear.

b. Barn style architecture, as defined in Chapter 5 of the Manual is the preferred design for large box buildings.

Photo 6VA
Preferred "Barn" style architecture

c. Avoid "Linear Placement" of the main building. This can be accomplished through varied setbacks, multi-building developments and vertical and horizontal facade articulation.

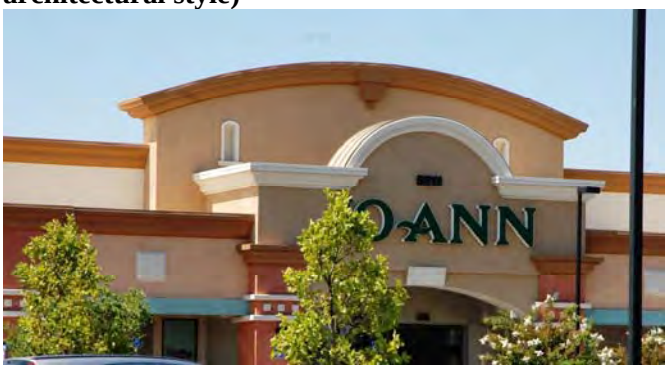
1.2 Visual Massing, Scale, and Architecture

a. Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the community's identity, character and scale.

b. Buildings with a façade of more than 75 feet in length shall incorporate wall recessions or projections at a minimum of 5 feet in depth. These projections or recessions shall cover at least 25 percent of the total building façade.

Photo 6VB
Articulated façade

Photo 6VC
Wall projection example (not a recommended architectural style)



c. Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings, or other such features along no less than 60 percent of their horizontal length.

d. Window glazing shall be clear or slightly-tinted; dark, mirrored or reflective glass is not permitted.

e. A multiple-story architectural element, such as a clock tower, spire, or bell tower, may be appropriate as a design "highlight" at key locations along the corridor. At least 50 percent of the total façade shall use such features as windows, awnings, entryways, columns, architectural relief and other façade ornamentation and detailing to discourage long expanses of bare wall.

Photo 6VD
Clock in façade

f. Covered walkways are encouraged along the fronts of multi-tenant commercial buildings to create a "pedestrian-friendly" orientation, provide weather protection and to add a visual interest at the street level.

g. Rooflines shall vary to reduce the visual building mass. Parapets, dormers or other features should be used to conceal rooftop mechanical equipment, wall packs and conduits on all sides of the structure.

Photo 6BE
Roof line variations with a recommended Barn Style architecture

h. Clearly defined, highly visible customer entrances with distinguishing features, such as canopies, are encouraged.

Photo 6VF
Clearly defined entrance

i. Facade colors of "low reflectance, subtle, neutral or earth tone colors are preferred. There shall be no use of high intensity or metallic colors or neon tubing as an accent material.

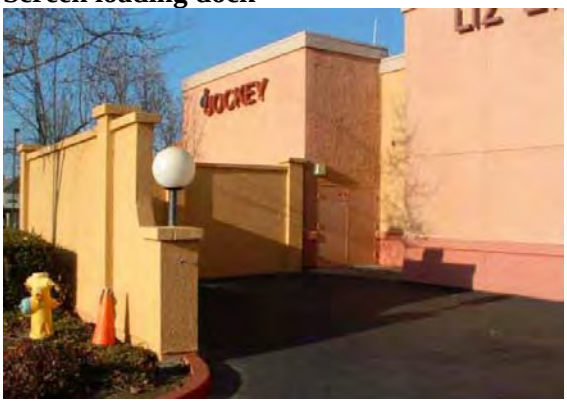
j. All facades visible from adjoining properties and/or public streets and highways shall contribute to the pleasing scale of features of the building and encourage community integration by featuring characteristics similar to the front facade.

k. All sides of the principal building that directly face abutting public streets should have a public entrance.

l. Drive-thru facility shall be sited so that the drive-through lanes and pick-up windows are not predominantly featured.

m. Loading docks, trash collection and other outdoor storage and activity areas must be considered in the overall design of the building so as to confine visual and acoustical impacts.

Photo 6VG
Screen loading dock



1.3 Circulation and Parking

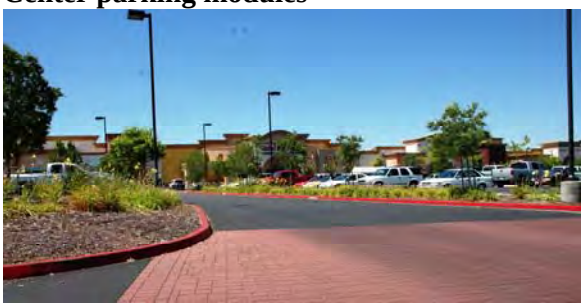
a. Parking shall be provided in accordance with the City's Zoning Code and designed in accordance with the City's Parking Standards.

b. Providing parking in excess of that required by the City's Zoning Code is discouraged.

c. No more than 50% of the off-street parking area for the entire property shall be located between the front facade of the principle building and the primary abutting street.

d. Parking areas should be broken up into modules separated by landscaping.

Photo 6VH
Center parking modules



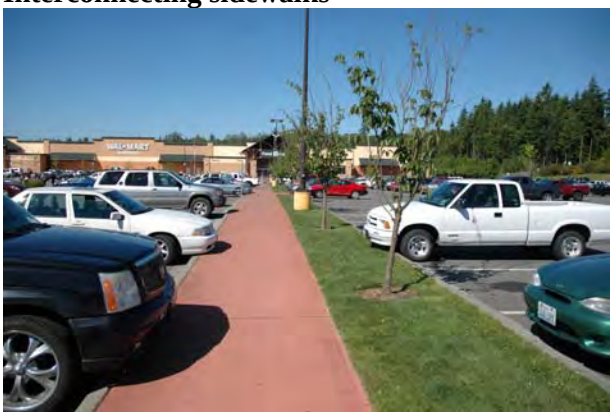
e. To alleviate traffic on main streets new development should provide internal interconnecting drives between developments.

f. Sidewalks and Landscape aisles shall be located perpendicular to the main building to facilitate the flow of pedestrians from the parking lot to the building in a safe and efficient manner.

Photo 6VI
Sidewalks to facilitate pedestrian access

g. Internal interconnecting sidewalks should be provided to enhance pedestrian safety.

Photo 6VJ
Interconnecting sidewalks



h. Textured main parking aisles, entry ways and pedestrian crossing areas of colored concrete, brick or other material should be used.

i. Bicycle racks should be provided located no farther than 100 feet from the main building entrance.

Photo 6VK
Shopping center bicycle rack

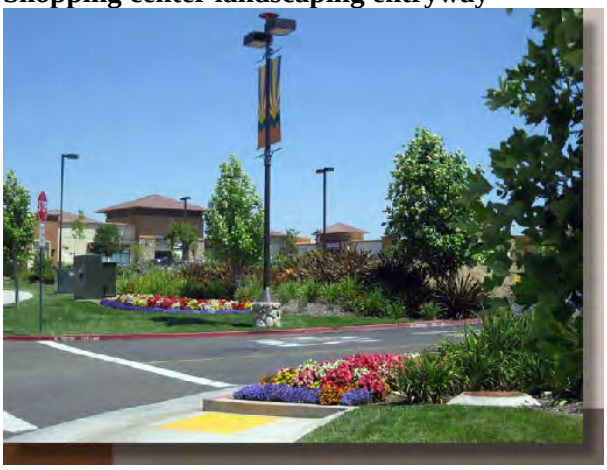
j. Cart corrals shall be provided for retail centers and should be landscaped on at least two sides.

Photo 6VL
Preferred shopping cart corral design

Photo 6VM
Discouraged shopping cart corral storage

1.3 Landscaping

Photo 6VN
Shopping center landscaping entryway



a. 25 percent of the total perimeter of the building shall include planting beds. Wide planters should be emphasized at the base of all building elevations where a principal entrance is located.

b. A minimum of 1.5 square feet of landscape area shall be established for every linear foot of building frontage.

c. Landscape islands shall be provided at a ratio of one island per 15 parking spaces with one canopy tree.

d. A minimum of one (1) canopy tree and three (3) shrubs shall be installed for every 100 square feet of required landscape area.

e. A landscaped buffer zone of no less than 20 feet in width, shall be planted between the facility and pavement and all adjacent public streets.

1.5 Signs

a. Multiple retail users (excluding pad sites/outlets) in a big-box center (shopping center anchored by a "big-box" retailer) shall utilize one monument sign (not to exceed 35 feet in height) per major street frontage.

Photo 6VO
Center sign

b. Pole signs, pylon signs are discouraged.

c. All big-box and shopping center projects applications shall include a sign program that provides design standards Refer to Exhibit A from Appendix D of this Manual for an example of a Shopping Center Sign Program.

Design Guidelines

Section VI
Metal Building Design Standards/Guidelines:

Guidelines:

1. The use of metal buildings should be compatible and not clash with other nearby buildings.

2. Metal buildings where appropriate should be designed with detail trim and fascia, using colors and shadow effects to provide visual interest in their massing and facade. Avoid the plain metal box look.

3. The City encourages the use of design professionals in the design of projects which include metal buildings.

4. Use architectural detailing where necessary to reduce the appearance of mass along uninterrupted wall surfaces and excessively high walls. Horizontal color bands, varied wall planes, and landscaped areas with plantings of appropriate scale are ways to help relieve the appearance of visual massiveness.

5. Landscaping should be used as an essential element of creating a successful attractive metal building project.

6. Use of canopies, roof overhangs, architecturally compatible windows, recessed areas and frame line extensions are encouraged to add architectural interest to metal buildings.

7. New buildings with metal siding or metal roofs should have factory-painted finishes.

8. If metal siding or roofing is used, it should be composed of low glare materials which will not result in off-site light glare or have an unfavorable appearance when viewed from public streets or from other surrounding areas.

9. Architectural grade panels should be considered in design-sensitive areas.

10. Reduce the visual prominence of fasteners by using architectural panels, wall systems with concealed or color-coded fasteners where visible, unless fasteners are a special design element of the building.

11. Down spouts should complement or match wall colors or be concealed within the walls, unless they are used as a contributing architectural detail.

12. Main entries should be clearly defined and integrated with building and landscape designs. They should serve as focal points and invitations to visitors.

13. Distribute landscaping throughout a project particularly at the base of building walls to break up hard edges between paving and walls.

Appendix List:

A-Glossary of Terms
B-Design Review Procedures
C- Community Image Survey
D- Development Standards
E- Cultural Resources Report

Appendix A
Glossary of Terms

City of Williams Design Review Manual

The following terms are used to describe certain elements of site and building architecture. They are generally defined as stated. Terms used in the Design Review Manual but not identified here shall have the same meaning as that contained in the City of Williams General Plan or Zoning Ordinance. As interpretation questions arise with implementation of these guidelines, terms that are unclear and not contained herein should be added.

Adaptive re-use: The process of converting a building to a use other than that for which it was originally designed.

Addition: New construction added to an existing building or structure.

Alternative Modes of Transportation: The use of bicycles, walking or public transportation as an alternative to private vehicle use.

Arcade: A covered passageway or lane supported by columns, piers, or pillars.

Articulate: To express the parts or segments of a building clearly; to divide into segments.

Awning: A fixed frame fabric shelter supported entirely from the exterior wall of a building.

Balcony: A railed projecting platform found above ground level on a building.

Baluster: One of a series of short pillars or other uprights that support a handrail.

Base: The lowest part of a column or architectural structure. A base story is the lowest story of a building.

Bay: A main division of a structure, usually containing a window or door. A building with three windows across the front is referred to as three bays wide. Also, a bay can be an enclosed space protruding from the exterior of a building such as a bay window.

Bay Window: A projecting window that forms an extension to the floor space of the internal room; usually extending to the ground level.

Berm: An earth embankment, typically landscaped, used for screening of a given area.

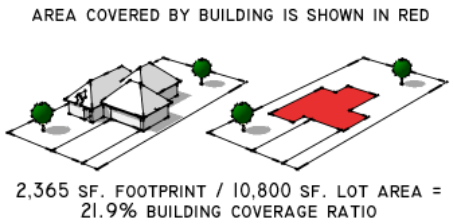
Buffering: An area set aside to preserve the integrity of an adjacent area and to prevent physical or aesthetic encroachment on that area.

Bufferyard: A yard area that is designed to mitigate impacts of adjoining land uses through the use of landscaping and walls.

Bracket: A projecting support member found under eaves or other overhangs.

Building coverage: Building coverage is the total of areas taken on a horizontal plane at the main grade level of the principal building and all accessory buildings, exclusive of uncovered porches, terraces, and steps. All dimensions are measured between the exterior faces of walls. See Figure 46 below:.

Figure 46
Building Coverage



Bulbous: A traffic calming devise used to slow down automobiles while turning or used to create a shorter distance for pedestrians to cross roads.

Bulkhead: The structural panels just below display windows on storefronts. Bulkheads can be both supportive and decorative in design. Nineteenth century bulkheads often consist of wood construction with rectangular raised panels. Twentieth century bulkheads may be composed of wood, brick, tile, or marble. Bulkheads are often referred to as kick-plates.

Business Park: a defined geographic area accommodating a full range of industrial, office and commercial employment generating land uses, integrated into a campus-type setting, designed to preserve and enhance the natural environment.

Canopy: A permanent roofed structure supported in part by wall of the building on posts or stanchions.

Cantilevered: A projecting structure, such as a beam, that is supported at one end and carries a load at the other end or along its length. A member, such as a beam, that projects beyond a fulcrum and is supported by a balancing member or a downward force behind the fulcrum. A bracket or block supporting a balcony or cornice.

CEQA: California Environmental Quality Act.

Character: The qualities and attributes of any new structure, site, street or district.

City Council:

Clapboards: Horizontal wooden boards, thinner at the top edge, which are overlapped to provide a weatherproof exterior wall surface.

Column: A supporting pillar. Parts of a column in classical architecture are the base, shaft, and capital.

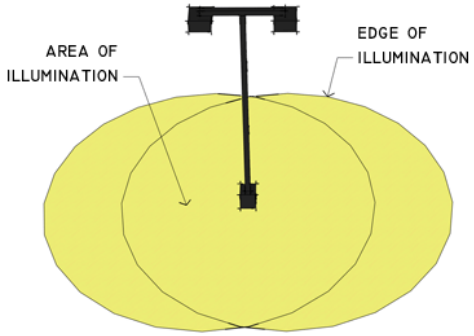
Cluster Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an abutting open space area.

Commercial: Buildings that house commercial activities, such as retail trade, commercial services, entertainment, restaurants, fast food, and other commercial uses permitted under the Zoning Code.

Common Area: An area of land that is not located within a privately owned lot or on a publicly owned parcel, in which the property owners in the subdivision share an ownership interest. The term includes, but is not limited to, detention ponds serving more than one lot, landscaped areas, open space that is not dedicated to the public, and pedestrian trails that are not dedicated to the public.

Cut-Off Luminaire: An outdoor lighting fixture, or luminaire, with shields, reflectors, or refractor panels which direct and cut off the light at an angle that is less than 90 degrees, in order to ensure that the light from the fixture illuminates an area of ground or wall plane without spilling over onto adjacent property or exposing a light source to view from adjacent property or rights-of-way. See Figure 47 below.

Figure 47
Cut Off Luminiaire



Cornice: The uppermost, projecting part of an entablature, or feature resembling it. Any projection ornament molding along the top of a wall, building, etc.

Cross-gable: A secondary gable roof which meets the primary roof at right angles.

Demolition: The process of razing or removing all or a substantial portion of a building, structure or appurtenance without the intent to restore or rehabilitate the original structure.

Deck: An exterior floor supported on at least two opposing sides by an adjacent structure, and/or posts, piers or other independent supports.

Design Manual: Standards and Guidelines established by a local municipality intended to advise and direct the design of buildings, roads, parking facilities, etc.

Design Review: A process established by Chapter 17.05 of the Zoning Code for the review of new development, signs and related community appearance changes in the City of Williams Planning Area under the provisions of the Zoning Code.

Design Review Committee: An appointed panel to conduct Design Review consisting of two Planning Commissioners and one at large citizen member, all of which shall reside within the City Limits of the City of Williams in accordance with Chapter 17.05 of the Zoning Code.

Developer: Any person, firm, partnership, joint venture, limited liability company, association, or corporation who participates as owner, promoter, developer, or agent in the planning, or development of a subdivision or development.

Development: Any activity that occurs on a piece of property, other than a special event. The term includes any moving of dirt, fill, cut, placement of products or construction materials (other than for the purposes of staging on an adjacent parcel), the placement of a movable structure (other than a sales or construction office), and the diversion or redirection of drainage.

Director: The Planning Director for the City of Williams, or the person given the authority to interpret and enforce the Zoning Code by the City Administrator.

Dormer: A gable roof and a window at its outer end that projects from a sloping roof.

Dormer window: A window that projects from a roof.

Double-hung window: A window with two sashes, on sliding vertically over the other.

Driveway: A permanently surfaced area providing direct access for vehicles between a street and a permitted off-street parking or loading area and extending to a maximum width equal to the curb cut.

Drought Tolerant Plants: Vegetation that uses little to no water once established.

Duplex, Over-Under: A single-family attached unit type that includes two units that are separated by a floor that is not penetrated for the purpose of interior access between the two units. Transitional or supportive housing that complies with State of California program requirements, and that meets the City of Williams' duplex housing standards, is also included in this term.

Duplex, Side-by-Side: A single-family attached unit type that includes two units that are attached along a common wall that is not penetrated for the purpose of interior access between the two units. Transitional or supportive housing that complies with State of California program requirements, and that meets the City of Williams' duplex housing standards, is also included in this term.

Easement: A legal tool which gives the right to use property owned by another for a specific purpose. Utility companies use easements over the private property of individuals to be able to install and maintain utility facilities.

Encroachment:

A. A building or structure, or part thereof, that is located:
    1. Between a lot line and the nearest required setback line for the building or structure; or
    2. In an easement which does not allow for the building or structure; or

B. A part of a building or structure that crosses a lot line:
    1. Into another lot under separate ownership; or
    2. Onto a right-of-way.

Eaves: The lower border of a roof or a projecting edge that overhangs the wall of a building.

Elevation: The vertical plane of a building façade. An elevation drawing is a view of such vertical plane.

Environment: the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise and objects of historic or aesthetic significance.

Erosion: The loosening and transportation of rock and soil debris by wind, rain or running water.

Expression Line: A line prescribed at a certain level of a building for the major part of the width of the Façade, expressed by a variation in material or texture or by a limited projection such as a molding or balcony.

Exterior features: Architectural style, general design and arrangement of the exterior of a building, or other structure, including the color, the kind and texture of the material constituting or applied to the exterior walls, and the type and style of all windows, doors, light fixtures, signs other appurtenant fixtures and other natural features such as trees and shrubbery.

Facade: The front exterior surface of a building.

Fascia: A flat band, usually a horizontal member of a building that covers the open end of a projecting eave.

Finger Island: Used to divide up parking stalls in a parking lot. Usually planted to break up the hardscape of a parking lot.

Flashing: Thin metal sheets used to prevent moisture infiltration at joints of roof planes and between the roof and vertical surfaces.

Fluting: Shallow, concave grooves running vertically on the shaft of a column, pilaster, or other surface.

Floor Area: An area measured as the horizontal area of all habitable building floors in square feet, measured from the outside face of all exterior walls.

Floor Area Ratio (FAR): The gross floor area permitted on a site, divided by the total area of the site expressed in decimals to one or two places.

Footcandle: A unit of luminance on a surface that is one foot from a uniform point source of light of one candle and equal to one lumen per square foot.

Foundation: The lowest exposed portion of the building wall, which supports the structure above.

Freeway Oriented Sign: Any visual device or representation, oriented in view to the driving public traveling on Highway 5 and/or 20, designed or used for the purpose of communicating a message or identifying or attracting attentions to a premise, product, service, person, organization, business or event.

Frontage: The area between a building Façade and the street lanes for vehicles.

Front façade: The principal face or front elevation of a building.

Function: The use or uses accommodated by a building and its lot.

Gable: The triangular section of a wall to carry a pitched roof.

Gable roof: A pitched roof with one downward slope on either side of a central, horizontal ridge.

Gambrel roof: A ridge roof with two slopes on either side.

Gang Mail Boxes: Multiple mail box compartments within a single parcel box.

Glazing: Fitting glass into windows and doors.

Ground Plane Treatment: All hardscape, landscape or erosion control treatments that affect the ground surface. This includes accent paving, sidewalk, low growing shrubs and flowering plants, grasses, gravel, wood chips, rock formations, etc.

Hardscape: All features of the landscape such as sidewalks, streets, furnishings, and constructed elements contrasting to vegetative landscape.

Hipped roof: A roof with uniform slope on all sides.

Human (Pedestrian) Scale: A spatial level of comfort a pedestrian experiences within a defined space.

Industrial: Buildings that house industrial operations including, manufacturing, auto repair, storage facilities, warehousing/distribution, and other uses permitted under the Zoning Code.

Infill Development: Development of vacant land (usually individual lots or leftover properties) within areas, which are already largely developed.

Ingress and Egress: The ability to enter a site from a roadway (ingress) and exit a site onto a roadway (egress) by motorized vehicle.

Infrastructure: The basic framework for provision of municipal services including, but not limited to, streets, sidewalks, storm drains, water, sewer and other utility systems, park and recreation.

Knee brace: An oversized bracket supporting a cantilevered or projecting element.

Lamp means a source of light, commonly referred to as a bulb.

Landmark: Refers to a building, element, or site (including a specific tree or tree species) having historic, architectural, social or cultural significance and designated for preservation by the local, state or federal government.

Landscaping: Planting, including trees, shrubs, and ground covers suitably designed, selected, installed and maintained so as to

permanently enhance a site, the surroundings of a structure, or the sides or medians of a roadway.

Landscape Area means all the planting areas, turf areas, and water features in a landscape design plan subject to the Maximum Applied Water Allowance calculation. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or non-pervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open spaces and existing native vegetation).

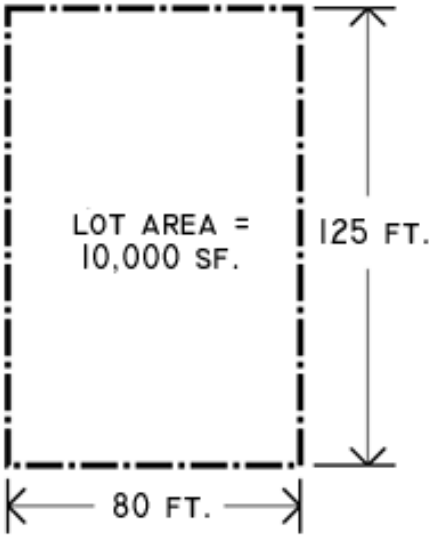
Lattice: An open work grill of interlacing wood strips used as screening.

Lineal: Arrangement in a system of lines.

Lintel: A horizontal structural member that supports a load over an opening.

Lot Area: The area within the lot lines. *See* Figure 48 below.

Figure 48
Lot Area Calculation
Example: A rectangular lot: 80 feet Wide TIMES 125 feet Deep EQUALS 10,000 square feet of Lot Area:



Mansard roof: A roof with a double slope on all four sides, with the lower slope being almost vertical and the upper almost horizontal.

Masonry: Exterior wall construction of brick, stone or adobe laid up in small units.

Mass and Scale: Size and shape of a building and its relationship to the surrounding structures and spaces.

Massing: Composition of a building's volumes and surfaces that contribute to its appearance.

Medians: A paved or planted strip dividing a roadway into lanes according to direction of travel.

Mid-block Crossing: A crosswalk in the middle of a block that allows pedestrians to cross the roadway in commercial areas without having to reach the end of a block.

Mixed Use: Allows the combining of two or more uses on a single parcel or a single structure.

Molding: A decorative plane or curved strip used for ornamentation or finishing.

Monotonous Structures: Unvarying structures marked by a sameness of pitch and intensity.

Mortar: A mixture of plaster, cement, or lime with a fine aggregate and water, used for pointing and boning bricks or stones. Mortars for re-pointing should be softer (measured in compressive strength) than the masonry units and no harder than the historic mortar.

Mullion: The vertical bar between coupled windows or multiple windows.

Multi-Family Residential: Buildings that

house multiple residential units in a single building (3 or more per structure). Such as apartments/condominiums as permitted under the Zoning Code.

Natural Environment: the natural geographic community making up the physical features of property which has not been apparently disturbed from grading or other man-made aspects.

Neighborhood: a geographical section of town having distinguishing physical/environmental characteristics which may be occupied or visited by people.

Office: Buildings that house both offices and supporting activities including, medical, dental, legal, architectural, engineering, contractors and banks as permitted in the Zoning Code.

Parking Lot: An area of land, a yard or other open space on a lot used for or designed for use by standing motor vehicles.

Parking Space: Land or space privately owned, covered or uncovered, laid out for, surfaced and used or designed to be used by a standing motor vehicle. Dimensions of Standard Parking Spaces under the provisions of the Zoning Code are as follows:

1. Generally: 9 ft. width x 20 ft. standard depth
2. 90-degree parking spaces that abut curb or edge of pavement (allowing for overhang): 9 ft. width x 18 ft. reduced depth. *See* Figure 17.02.100.3 H, *Parking Space Dimensions*.
3. Parallel (0 degree) parking spaces: 8 ft. width x 20 ft. depth

Parapet Walls: A low wall or railing to protect the edge of a platform, roof, or bridge.

Patio means a hardscaped ground level area, usually (but not necessarily) paved with concrete or decorative pavers, that adjoins a home and is designed for use as an area for outdoor lounging, dining, or other comparable leisure activities.

Pedestrian Networks: A connecting and linked series of pathways, sidewalks and walkways.

Pedestrian Orientation: features designed into a development for the purpose of enjoyment to the walking public.

Planning Commission: The Planning and Historic Preservation Commission as established and defined under Chapter 2.24 of the City of Williams Code of Ordinances.

Primary Street Tree: Tree along a public street used for shade and /or ornamentation which is planted on or off the public right-of-way.

Projections: A spatial object upon a plane or curved surface or a line that outcrops its points to create shadow effects on a surface.

Projecting Sign: a sign that projects outward from a building wall.

Rehabilitation: The means, the act or the process of returning a building, object, site, or structure to a state of utility through repair, remodeling or alteration that enables an efficient contemporary use while preserving those portions or features of the building, object, site or structure that are significant to its historical, architectural and cultural values.

Restoration: The creation of an authentic reproduction beginning with existing parts of an original object or building. Restoration

includes the act or process of accurately recovering the form and details of a building, object, site or structure and its setting as it appeared at a particular period of time by means of removing later work or replacing missing earlier work.

Revitalization: The imparting of a new economic and community life in an existing neighborhood, area, or business district, while at the same time preserving the original building stock and historic character.

Retaining Wall: Used to hold back, keep possession, restrain, secure or keep intact unstable ground of hillsides.

Ridge: The top horizontal member of a roof where the sloping surfaces meet.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads and utility lines.

Roofline Cornices: The molded and projecting horizontal member that crowns an architectural composition or a wall. A decorative band of metal or wood used to conceal curtain fixtures.

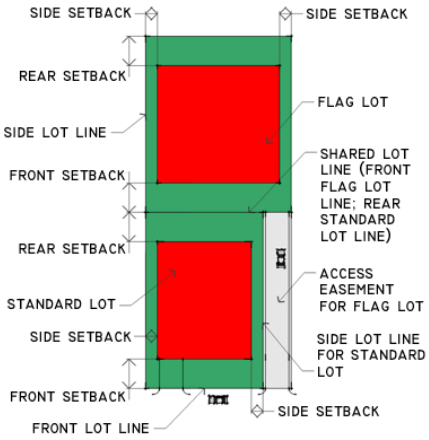
Rumble Strip Crosswalk: Crosswalk with accent paving to create a pedestrian friendly crossing and to slow down automobile speeds.

Sach: The framework into which window panes are set.

Screening: To give protection, to separate or to shield from a view.

Setbacks: An area of certain distance from a property line within which building development cannot occur. Use of setbacks creates front, side and rear yard areas in developments. Setbacks are also used to establish safe 'clear areas' around buildings for fire, police or aesthetic reasons (refer to Figure 49 below):.

Figure 49
Setback



Shall: "Shall" as used herein, shall is not intended to diminish the flexible application of the stated guidelines, but to reinforce the requirement to meet, at a minimum, the intent of the particular section, standard, guideline, or design principle.

Should: "Should" signifies a directive to be honored if at all possible.

Sheathing: The structural covering of boards or material used over studs or rafters on the outside wall or roof before installing the finished siding or roof covering of a structure.

Sign: Any representation (written or pictorial) used to identify, announce or otherwise direct attention to a business, profession, commodity, service or entertainment.

Shed roof: A gently pitched, almost flat roof with only one slope.

Siding: The exterior wall covering of a structure.

Sill: The bottom crosspiece of a window frame.

Site: A parcel of land used or intended for use or a group of uses and having frontage on a public or an approved private street.

Slope: Land gradient described as a percentage equal to 100 times the vertical rise divided by the horizontal run.

Spindles: Slender, elaborately turned wood dowels or rods often used in screens and porch trim.

Stoop: A small porch, platform, or staircase leading to the entrance of a house or building. Stops are commonly used to provide access to the first floor elevated for privacy from the sidewalk.

Streetscape: The distinguishing and pictorial character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, landscaping and forms of surrounding buildings.

Street Trees: Trees strategically planted, usually in parkway strips or medians, to enhance the visual quality of a street.

Structure: Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Stucco: A type of exterior plaster applied as a two-or-three-part coating directly onto a building surface.

Style: A type of architecture distinguished by special characteristics of structure and ornament and often related in time: also, a general quality of distinctive character.

Transom: A horizontal opening (or bar) over a door or window.

Trim: The decorative framing of an opening and other features on a façade.

Turf: Ground cover surface of mowed grass. Annual bluegrass, Kentucky bluegrass, Perennial ryegrass, Red fescue, and Tall fescue are cool-season grasses. Bermuda grass, Kikuyu grass, Seashore Paspalum, St. Augustine grass, Zoysiagrass, and Buffalo grass are warm-season grasses.

Turret: A small slender tower.

Veranda: A covered porch or balcony on a building's exterior.

Vernacular buildings: Buildings designed and built without the aid of an architect or trained designer; buildings whose design is based on ethnic, social, geographic, or cultural traditions rather than on an architectural philosophy.

Wall dormer: Dormer created by the upward extension of a wall and a breaking of the roofline.

Weatherboard: Wood siding, consisting of overlapping boards usually thicker at one edge than the other.

Window: A glazed opening in a wall that provides an interior space with natural light and ventilation.

Viewshed: The area within view from a defined observation point.

Zoning Code: An ordinance for the City of Williams for the regulation of real private property.

Appendix B
City of Williams

Design Review Manual
City of Williams Design Review Procedures

Section 1: Purpose, Authority and Scope

1.1 Authority

These rules and procedures are adopted by City Council Resolution No. that implements Section 17.05.270.1 of the Williams Zoning Code concerning Design Review.

1.2 Purpose

The purpose of these procedures is to provide objectives, criteria and specific procedures for the orderly evaluation of development projects, building re-painting (in the downtown) and signs in the City of Williams pursuant to the Williams General Plan and Zoning Code.

1.3 Scope

These procedures shall apply to the City of Williams and all departments, agencies, and districts governed by the City Council of the City of Williams. The requirements of these procedures shall apply to all projects, both public and private, which require city approval.

1.4 Revisions

The Director of Planning may, from time to time, revise these procedures when he/she determines that such revisions are necessitated by amendments to the Zoning Ordinance or when the revisions are essentially technical in their nature, and conform to the Zoning Ordinance. All other revisions, such as changes to accommodate the goals and objectives of the Planning Commission and City Council, shall be approved by the City Council.

Section 2: Definitions

The following definitions are intended to clarify and supplement, but not replace or negate, the definitions contained in the Zoning Code. In the event of inconsistency, the Zoning Ordinance shall control.

Advisory Body: The public body or administrative official required by State Law or City Ordinance or Resolution to consider and make recommendations on a specific type of project. The Planning Commission is the advisory body for the following types of projects: rezoring, general plan amendments and annexations.

Approval: The decision by the City Council, the Planning Commission, Design Review Committee, Director of Planning or other commission or administrative official of the City of Williams to authorize a project.

Building Department: The department in the City of Williams which accepts detailed working drawings, reviews these plans for compliance with related public health and safety codes, coordinates review of these plans with other City Departments and public agencies, issues building permits and inspects construction projects.

Building Official: The building official for the City of Williams.

City: City means the City of Williams.

City Clerk: Clerk to Council.

Commission: Commission means the Planning

Commission who is appointed by the Council to make recommendations and take actions concerning the physical community development of the City.

Committee: Committee means the Design Review Committee which consists of a committee established by the Williams Zoning Code to make recommendations and take actions concerning the new development, building repainting and signs within the City.

Planning Department: The City Department responsible for coordinating the physical development of the City.

Council: Council means the City Council of the City.

Decision-Making Body: The City Council, Planning Commission, Director of Planning, or other commission or administrative official of the City who approves, conditionally approves, or disapproves a project.

Department: Department means any agency of the City, any division of any agency, any department of the City not included in one of its agencies, or any special district governed by the City Council.

Design Review Manual: A set of guidelines and/or standards for use and reference in the design and review of new development and signs within the City.

Director: Director means the Director of the Planning Department for the City or his/her designee.

Downtown Area: A specific area delineated on the zoning map that comprise of properties along Downtown Williams fringe streets of Fifth Street, Sixth Street, Seventh Street, Eighth Street, E Street, and F Street that are zoned C.

General Plan: A comprehensive plan for growth and development in the City and surrounding unincorporated areas, adopted pursuant to state law by Article 5, Section 65300 et seq. of the Government Code.

Major Projects: Development projects of greater building intensity than moderate development projects that are subject to Planning Commission consideration. Such projects include the following:

1. Projects requiring separate discretionary entitlement, such as rezoning, subdivision maps, variances, planned unit developments, use permits and similar applications that will result in exterior appearance changes to the building or site.
2. Buildings and/or building additions of more than 2,000 square feet in floor area (if additions involve 20 percent or more increased floor area to the existing building) if located outside the Downtown Area.
3. Buildings and/or building additions of more than 1,000 square feet in gross floor area (if additions involves 20 percent or more increased floor area to the existing building) if located inside the Downtown Area.
4. Residential multiple family buildings consisting of 3 or more dwelling units.
5. Demolition or relocation of a building found to have some architectural or historical significance. Historical significance, in this case, means distinctive characteristics of a building that are associated with events that have made a significant historical or cultural contribution to Williams,.
6. Residential multiple family buildings and/or additions consisting of 3 or more dwelling units, new non-residential buildings and/or additions of

2,000 gross square feet or less (if addition involves 20 percent or more increased floor area to the existing building floor area), demolitions of structures constructed less than 50 years from the date of application. Pursuant to Sections 17.020.090.6 and 17.02.090.9 of the Zoning Code, this excludes design review of multiple family housing development located in the Urban Residential High Density Zoning District, where such development design is in compliance with associated Zoning regulations and consistent with the Design Review Manual.

7. Projects which may not, in the opinion of the Director, achieve consistency with the design objectives and standards of the Zoning Code or related Design Standards.

Minor or Incidental Projects: Minor projects, typically approved by the staff planner or the Director, consist building, signs, new single family dwellings, residential manufactured houses and accessory buildings that comply with minimum single family development standards established in the zoning code and/or pertinent development/design standards/guidelines unless such building (s) are subject to design review as a condition of the subdivision approval for the lot or when an applicant proposes constructing three or more houses in the same vicinity, and other minor projects, which in the opinion of the Director, have no potential for conflict with or achieve consistency with the design objectives and standards of the Zoning Code. of new small structures or signs (that comply with relevant sign regulations and standards), installation of new roofing material over an existing roof, repainting of buildings in the Downtown Area that comply with the City's approved Color Pallet, new access ramps for disabled people, a change or addition to an existing Pursuant to Sections 17.020.090.6 and 17.02.090.9 of the Zoning Code, Multiple family housing development qualifies and Minor or Incidental when it is located in the Urban Residential High Density Zoning District, and where such development design is in compliance with associated Zoning regulations and consistent with the Design Review Manual.

Moderate Projects: Moderate projects, typically approved by the Committee, consist of development of greater building intensity than minor development projects and elaborate signs (as determined by the Director) that are not subject to Commission consideration. Such projects typically include the following:

1. Residential multiple family buildings and/or additions consisting of 3 to 5 dwelling units, single family houses when the same applicant proposes to building three or more houses in the same vicinity.
2. New buildings, and/or additions of more than 2,000 gross square feet but less than 5,000 gross square feet (if addition involves 20 percent or less increased floor area to the existing building gross floor area) if located outside the Downtown area.
3. Buildings and/or building additions of less than 1,000 square feet in gross floor area (if additions involve 20 percent or less increased floor area to the existing building) located within the Town Center Overlay area.
4. All signs, exterior building appearance changes within the Downtown area and demolitions of structures less than 50 years old that are located within the Downtown area.

Planning Division: The department within the City which assists in coordinating the physical

development of the City.

Project: An activity that is subject to one or more discretionary governmental approvals; an activity requiring the issuance of a permit, certificate, license or other entitlement to proceed with development and use.

Staff Planner: The staff planner, who makes determinations and recommendations on the potential environmental impacts of projects, who helps manage the design and environmental review processes for project applications as assigned by the Director.

Zoning Code: Comprehensive set of regulations that apply to the design of development or redevelopment within the City consistent with the general plan.

Section 3: Application Procedures

3.1 Applicability.

These application procedures apply to all activities determined to be a projects subject to development review in accordance with the Zoning Code. .

3.2 Pre-application Meeting

A pre-application conference with the Committee is highly recommended for any project that has substantive design issues, with exception of "minor development projects". Staff will advise potential applicants of this City service and encourage submittal of schematic plans, sketches or other generalized, conceptual drawings which are of sufficient detail to determine basic code compliance such as building setbacks, heights, and parking. No application or fees are required to be included in this submittal package. The staff planner shall coordinate review of such plans with potential applicants and other interested parties with the Committee. At the meeting, the Committee will familiarize potential applicants and interested parties with the review process that will apply to the project and identify any related city regulations, development standards and review criteria which may affect the project. Pre-application review allows the Committee to evaluate basic concepts and discuss plans before an applicant makes a major commitment of time and money to a particular design approach.

Pre-application meetings shall be scheduled concurrently with other formal application submittals and placed on the Committee's agenda in accordance with Section 4.1 of these procedures.

3.3 Determining Application Completeness and Level of Development Review

Once a project application has been submitted, it shall be checked to determine if it contains the required information prior to acceptance by the Planning Department. This review shall also involve determination of what level of Development Review will be required based on definitions of "minor or incidental", "moderate", and "major" projects indicated in these procedures. Determining level of review often will require consultation with the Director. A checklist of required items for each type of application is available at the Planning Department. It is the responsibility of the applicant to ensure that all required information is provided. Projects shall not be deemed received for processing until an application requesting approval of the project is **accepted as complete** by the staff planner.

A. Incomplete Applications. When the staff planner determines that an application is incomplete, the applicant shall be notified in writing, within 30 days of the submittal, specifying the areas which were found to be incomplete, and what is needed to complete the application. The staff planner will make reasonable efforts to complete an initial review of application completeness and notify the applicant of

project status within seven days of the application submittal date.

B. Complete Applications. In cases where more information has been requested to provide a complete application, the staff planner shall notify the applicant in writing when the application has been found to be complete.

3.4 Determining Level of Development Review:

Upon application submittal, the staff planner should be able to determine level of development review and should be able to render a determination as to what review process and fees apply to the application. However, in cases where this level of review is not clear, the application will be taken in for referral to the Director for final determination. This determination will be made in conjunction with review for application completeness as noted in Section 3.3 of these procedures.

3.5. Transmittal for Agency Comment.

Upon submittal of a complete application the staff planner will determine what public agencies could be affected by the project and transmits plans for their comment. Typically, larger projects, defined as Major Projects, but, in some cases, Moderate Projects, procedures will require some form of distribution for agency comment. Depending on the complexity of the project, a comment period is established, usually ten to twenty days (not to exceed thirty days) and a letter is sent with the plans describing the project and requesting comment within the given time period. If the project requires environmental review, an initial study is prepared and the study and plans are distributed concurrently for comment to various affected agencies. Any agency comments that could potentially impact the project design or land use shall to be addressed through the staff planner, applicant and the commenting agency before the project is scheduled for final review by the decision making body.

3.6 Environmental Determination.

Upon application submittal the staff planner will review the project for compliance with the CEQA (California Environmental Quality Act). Such determination will be made through reference of the City's Environmental Review Procedures and the state CEQA Guidelines. Review of application completeness, as noted in Section 3.3 of these procedures, coincides with Section 3.3 of the City's Environmental Review Procedures (if applicable). Environmental determinations shall be rendered for all projects prior to or concurrently with approval of any project application.

3.7 Design Review Process.

In reviewing projects, the decision making body shall consider the project's compliance with the General Plan and any applicable specific plans, the zoning ordinance and conformance and/or consistency with pertinent development/design standards/guidelines. Upon determination that the design review application is complete the staff planner shall pursue processing of the application based on the determined level of development review as follows:

A. Minor Development Review applications are evaluated by the staff planner for conformance with applicable regulations and then approves or conditionally approves the project. Such review shall consist of minor development, repainting of buildings in the Downtown Area that comply with the City's Paint Color Pallet and minor sign projects, as defined in the definitions portion of these procedures This review step is often completed upon application submittal of building plans to the Building Department for a building permit. In this instance review can be completed concurrently with the

Building Department's plan check process and a decision can be rendered upon initial plan submittal or within a few days of submission. Conditions are often made a part of the Building Department's building permit and often added to assure that projects conform to various regulations and are consistent in design with pertinent development/design standards/guidelines. Such decision shall be in writing to the applicant through comments offered on the Building Department's Plan Check Comment Form or other appropriate form. Unless this action is appealed, no further design review will be necessary. The applicant's rights of appeal are clearly spelled out in the staff planner's comments to the Building Division (refer to Appendix "A" Planning Department Plan Check Form). These comments are referred to the applicant. The applicant must agree with the conditions before securing the building permit. The Planning Department will maintain a log of all minor Design Review applications.

B. **Moderate Design Review** applications are evaluated by the Committee for conformance with applicable regulations, reviews for consistency with pertinent design review standards/guidelines and may be approved, conditionally approved or denied . This review step is completed after a separate planning application and fees are submitted to the Planning Department and reviewed by the staff planner for completeness (refer to Section 3.3). Applicants are encouraged to submit schematic plans, such as sketches or other generalized, conceptual drawings, for a pre-application review by the Committee prior to submitting a formal application (see Section 3.2).

Upon determination that the project qualifies as a "Moderate Project", in accordance with Section 3.4, the staff planner evaluates the project for consistency with related zoning ordinance regulations and development/design standards/guidelines and may prepare a brief report and recommendation to the Committee. The staff report may include the following:

* Summary recommendation
* Brief description of the project
* Discussion of the project's compliance with CEQA (California Environmental Quality Act).
* Any pertinent information on the existing project site, including topographic, vegetative and improvement characteristics that might affect the project design.
* Brief description of any land use issues related to zoning compliance.
* Bullet references to areas pertinent for discussion by the Development Review Committee (site design, architecture, landscaping, public improvements and signage).
* A list of possible findings and draft conditions.

The staff report and plans are transmitted to the Committee at least five days prior to the scheduled meeting. The staff report is also distributed to the applicant in this same time frame. The staff planner attends the meeting, presents the report, coordinates dialogue between the Committee and the applicant and is responsible for taking notes and following up with the applicant on conclusions made by the Committee.

If the Committee is satisfied with the

proposed project design, it may approve the project with or without conditions. This approval may include direction to the applicant and staff to make minor changes in design and to return with plan revisions for final approval by the Committee or by staff. If more information is required for the Committee to make an informed decision, the Committee will continue the application with direction to return for further evaluation by the Committee. The Committee may also continue the application with direction to the applicant and staff to redesign the project (the applicant must concur with this approach and direction). The Committee may refer moderate projects to the Commission for determination. In such instances, no additional fees will be required, but the project application shall be processed in accordance with Subsection C of this section of these procedures. The Committee may deny the application. Actions of denial must be accompanied with appropriate findings.

C Major Development Review applications are reviewed by the Committee for recommendation to the Commission. The Commission evaluates all major projects for conformance with applicable regulations and consistency with pertinent development/design standards/guidelines. This review step is completed after a separate planning application and fees are submitted to the Planning Department and reviewed by the staff planner for completeness. Applicants are encouraged to submit schematic plans: sketches or other generalized, conceptual drawings for a pre-application review by the Committee prior to submitting a formal application (see Section 3.2).

Upon determination that the project qualifies as a "Major Project", in accordance with Section 3.4, the staff planner coordinates review of the project design for recommendation with the Committee in the same manner as described under Section 3.7B of these procedures except that the Committee shall be limited to review of the project for recommendation to the Commission. The objective of this process is screening the project design before it is reviewed by the Commission.

Upon review and recommendation of the Committee, the staff planner coordinates review of the project application with the Commission.. Upon completion of review and recommendation by the Committee, the staff planner schedules the application for consideration by the Commission as established under Section 4.1 of these procedures. The staff planner prepares a staff report to the Commission as noted in Section 3.7B except that it will incorporate a more formalized staff report with more thorough project review and incorporate a summary of the Committee's review of the project and any conclusions or recommendations made.

The staff report and plans are transmitted to the Commission at least five days prior to the scheduled meeting. The staff report is also distributed to the applicant in this same time frame. Project consideration shall be conducted in accordance with the Commissions Rules of Order.

3.8. Findings of fact supporting actions of the Committee and the Commission (approval or denial) must be made. Such findings must include, but not be limited to project consistency or inconsistency with the General Plan, the Design Review Manual and with applicable provisions of the Zoning

Code, compliance with the California Environmental Quality Act, and the National Environmental Protection Act (if applicable), and other findings supported by input from other public agencies regarding relevant design issues.

3.9. **Appeals:** Actions of the Director (concerning "minor projects" (approval or denial) may be appealed to the Committee and decisions of the Committee may be appealed to the Commission within 10 days from such action. Such appeals must be in the form of a written request stating the reasons for the appeal and filed with the Planning Department. These appeals will be scheduled for consideration by either the Committee or the Commission, as appropriate at their next regular meetings. Decisions of the Commission may be appealed, through filing a similar written statement and payment of fees with the City Clerk, within 10 days of the action, for final determination, to the Council.

3.10. **Notification of Decision:** Within three working days of a meeting with the Committee or the Commission, the staff planner notifies the applicant in writing of **the decision of the** appropriate body.

3.11. **Landscaping Plans.** Prior to issuance of a grading or building permit for a project that includes landscaping improvements that are subject to the City's Water Efficient Landscape Ordinance, final landscape and irrigation plans, prepared by a licensed landscape architect or licensed landscape contractor, shall be approved by the staff planner. Landscaping and irrigation plans shall be fully implemented prior to final occupancy of the project. The Building Official may grant an extension of time for completion of this requirement when an agreement has been secured and a bond or cash deposit posted to guarantee landscaping and irrigation installation under the agreement.

3.12. **Final Approval.** Once the project is approved secured (minor, moderate or major projects), the next step is to secure a building and/or sign permit from the Building Department. During plan check review the staff planner checks the finished working drawings for consistency with the plans approved by the final decision making body and any related conditions of approval.

3.13. **Plan Revisions.** Any changes in project design or appearance from the approved plans must be approved by either the Director, Committee, Commission or Council (depending of the extent of the amendment and the final decision making body). Changes of a magnitude which significantly affects the overall appearance of a project or the compatibility of the project with its surroundings or where such details are inconsistent with the adopted policies contained within pertinent development/design standards/guidelines will be referred to the Committee for determination or recommendation to the Commission or Council.

3.14. **Approval Periods:** Construction in conformance with the incidental or preliminary design approval should be commenced within one year from the date of the approval unless an extended approval time period is granted as part of the original approval by the same decision making body . If additional time is necessary to commence project construction, the applicant may request extended approval periods. Upon written request of the applicant received prior to the expiration date the Planning Department may grant additional

extensions of time in one-year increments, up to a maximum of five year**s.**

3.15. Physical Inspections: Upon completion of project construction the staff planner conducts a physical inspection to determine if the project has been completed in accordance with the approved plan in conformance with any related conditions of approval. When applicable, prior to final building inspection, a letter from a licensed landscape architect must be submitted certifying that landscaping and irrigation has been installed in accordance with the approved plans.

4.1 Public Notification and Review. Committee meetings shall be conducted in an open public meeting which has been public noticed through posting an agenda and sending the agenda to the Union Newspaper at least 72 hours before the meeting commences. Every item reviewed by the Committee shall be open to public comment. Applicants or potential applicants shall be invited to Design Review Committee meetings when their items have been scheduled. Comments from staff, the applicant and the public shall be considered by the Design Review Committee.

All projects which are subject to review by the Planning Commission shall be noticed as a public hearing in accordance with California Government Code Sections 6509 and 65091.

5.1. Public Agency Project Applications. Development or sign plans proposed by public agencies, such as the City (Public Works Department, Council, ect), the Williams Redevelopment Agency and other local, state or federal agencies may be referred to the Planning Department for development review. Upon submittal of a public agency project application, the Director will determine the level of review and refer the application to a staff planner for processing. Review shall be limited to staff or Committee review and processed in accordance with Section 3.6 of these procedures, except that the review will be limited to comment and recommendation to the particular agency making the application.

Appendix C
Community Image Survey Results

City of Williams Design Review Manual

August 30, 2011

I. Introduction: In order to help define desired aesthetic character and give the City more information on the community vision of residents in Williams, a visual survey was conducted through a duly noticed community meeting on August 24, 2011. Residents and the Design Review Ad Hoc Committee attended a community design image meeting where approximately 25 attended and approximately 135 slides were shown. Participants rated each slide on a scale of -5 to + 5 according to how the scene was aesthetically pleasing to them and how the scene would fit in with a positive vision of Williams. A variety of scenes from around the region and locally were portrayed in the visual survey.

The results provide a basis for developing preferences for buildings, streets, signs and general landscapes. While building design is a primary element, the survey also allows analysis of preferences for other critical factors that influence "character" including signs, landscaping, placement of buildings, sidewalks, road widths, building height, and building spacing. The Survey will also be used as a foundation for the development of a Design Review Manual; a set of development standards and guidelines that provide designers, development interests and the public with a framework of the City's design expectations for new development, remodeling of existing development and signs. The Manual is expected to embody the City's vision of good design and provide direction on building architecture for improved community aesthetics, appropriate siting of buildings and parking on properties for improved functionality with the community, circulation of vehicles, pedestrians and bicycles, and other design details to help create a visual identity that is unique and fitting for the City of Williams.

Exhibit A of this report includes the inventory of images that received the highest ratings as corroborated in the remaining sections of this report.

II. Summary of Preferences: Overall, participants in this survey indicated very strong and clear preferences for what they did and did not like. Analysis of the data shows that there was a great deal of consensus on slides that were ranked strongly negative (closer to -5) or strongly positive (closer to +5).

III. Positive Rated Slides: An analysis of the top ranked positive images compared to negative images shows that participants made clear choices: out of the 135 slides, the most strongly positive slides were of rural scenes and western style architecture described below:

- Open space and landscaping
- Local heritage architecture and traditional residential neighborhoods
- Western Vernacular architecture
- Barn style structures
- Monument signs

Residential Development: Participants gave positive visual ratings to both traditional style neighborhoods similar to those seen in traditional villages and scattered, low-density residential development. All images showing traditional style architecture were more highly rated over more modern style architecture.

IV. Negative Rated Slides: In contrast, highly negative rated slides were all of modern commercial structures and images of denser

residential development. Commercial structures depicted in these negative slides were mostly of stand-alone buildings or strip style commercial buildings with flat roofs, highly visible parking lots, and constructed in modern (post WWII) architecture or trademarked franchise styles. Most of the negative slides had little to no landscaping or mature trees. Also consistently rated negatively were multi-family dwelling projects

V. Slides with no Consensus: Approximately 80 slides received an average ranking of between -1 and +1. These slides are considered to have no consensus and whose average mixed reactions. Lack of consensus can mean that participants had mixed reactions (scores varied greatly between -5 and +5 which averages to zero) or that they had no strong opinions on them (scoring close to zero). A closer look at the statistics for each slide shows that slides in this category represent "mixed reaction" where some participants felt positive about the image while others felt negative. This represents images where there is a wide opinion.

VI. Characteristics of Slides from Community Image Survey:

A. Negative Slides (rankings of -1 to -5).

- Large, complex signs having multiple businesses advertising on one sign.
- Parcels have large expanses of pavement between road and building, no landscaping in parking lots or buffers around parking lots.
- Free-standing signs are shown with no principal building visible.
- Complex views of utility poles and/or poles located where street trees might have been.
- Lack of well marked sidewalk or pedestrian system.
- Flat-topped buildings.
- No obvious door/ entranceways.
- Large expanses of glass or no glass windows visible at all.
- Deeper setbacks with large parking areas in front of building or shallow setback with lack of landscaping and parking lot highly visible in front.
- Use of trademark building and colors (McDonalds)
- Bold colors.
- Little or no landscaping; no mature trees visible.
- Buildings typically strip mall style or with multiple businesses in one structure.
- Lack of wood or wood-appearing siding.
- Signs not made of wood.
- Billboard signs.
- Subdivisions with housing units uniform in appearance.
- Multi-family housing complexes.

B. Very Positive Slides (ranking +1 and above).

- Ample shade trees.
- Buildings that have shallow setbacks from the road and these setbacks are typically landscaped or with street furniture.
- Green spaces and grass visible.
- Use of traditional building features such as shutters, awnings, window panes
- Highly visible doors and entranceways.
- Commercial buildings at a pedestrian scale and usually residential in appearance.
- Porches or other extensions into the front setback
- Parking lots buffered from view, not visible or with shade trees that break up pavement.
- Peaked roofs.
- Buildings typically two-stories

- Signs smaller and lower, often attached to buildings with no free standing signs visible, carved wood or matching building architecture.
- Lack of visible utility poles
- Parking lots small, not over-built. On-street parking.
- Building architecture complex to the eye with multiple façade and roof changes.
- Smaller scale commercial buildings that incorporate a residential appearance.
- Commercial and office buildings that use traditional building materials, such as brick, wood siding.

Exhibit A
City of Williams Community Image Survey
August 24, 2011
Slide Ranking

Positive:

Residential:


4.13


3.86


3.86


3.53


3.46


3.46

2.8

2.07

2.66

Commercial

3.26

2.53

3.2

2.8

2.46

2.4


2.66

2.33


2.6

2.2

2.8

2.13

2.0
Industrial

Office

3.66

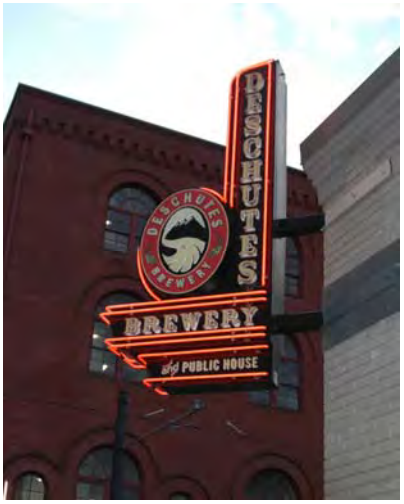
3.06

2.73

2.06

Signs

2.73



1.86

2.6

2.13

1.86

1.86

1.73

1.53

Negative:

Residential:


-1.86


-1.4

-1.26

-1.26

Commercial:

-1.93

-1.8

-1.67

Industrial:

-0.93

-0.73

-0.66

-0.60

-0.13

-0.13

-0.13

Signs:

-3.46

-1.67

-1.0

-0.86


COFFEE ROASTERS
CONSIGNMENTS UNLIMITED
Second Heaven
GATHERING
-0.86


SMOG CHECK
625 VERNON
-0.53


CAR WASH
SPEEDWASH
Automatic
rain-x
SELF SERVE
HAND WASH
-0.4

Appendix D
Development Standards
City of Williams Design Review Manual

Introduction: This appendix covers standards for development include building bulk and coverage requirements, parking design and landscaping standards, metal building design standards, mail delivery and trash enclosure design standards color pallet for repainting of residential development and sign regulations. Some of these are excerpted from the City's Zoning Code, some are taken from the City's Engineering Standards and others are related design standards intended to work hand in hand with other chapters and sections from the Design Review Manual. Sections in the Zoning Code are mandatory; cannot be varied without approval of a variance from the Planning Commission. The Development Standards are comprised of the following sections:

CONTENTS:

Section I
Zoning Code Provisions

Introduction: The following are excerpts from Chapter 17 of the City of Williams Municipal Code (Zoning Code) that relate specifically to development design. Please refer to the entire Code for details. This Section is broken up into three sections to address 1) Residential Development, 2) Non-Residential Development, and 3) Both Residential and Non-Residential design.

I Residential Development Standards:

1-Parking
2-Fences and Walls
3-Decks, Patios and Porches
4-Swimming Pools and Spas
5-Solid Waste/Recycling Containment
6-Standards for High Density Multi-Family Housing
7-Residential Subdivision Standards
For Residential Lot Size and Building Height Standards see Section 7, Residential Subdivision Standards

1. Parking Standards Section 17.02.090.8

A. Required Number of Spaces. The parking requirements for residential uses are set out in Table 17.02.090.8, Required Parking and Loading for Residential Uses.

Table 17.02.090.8
Required Parking and Loading for Residential Uses

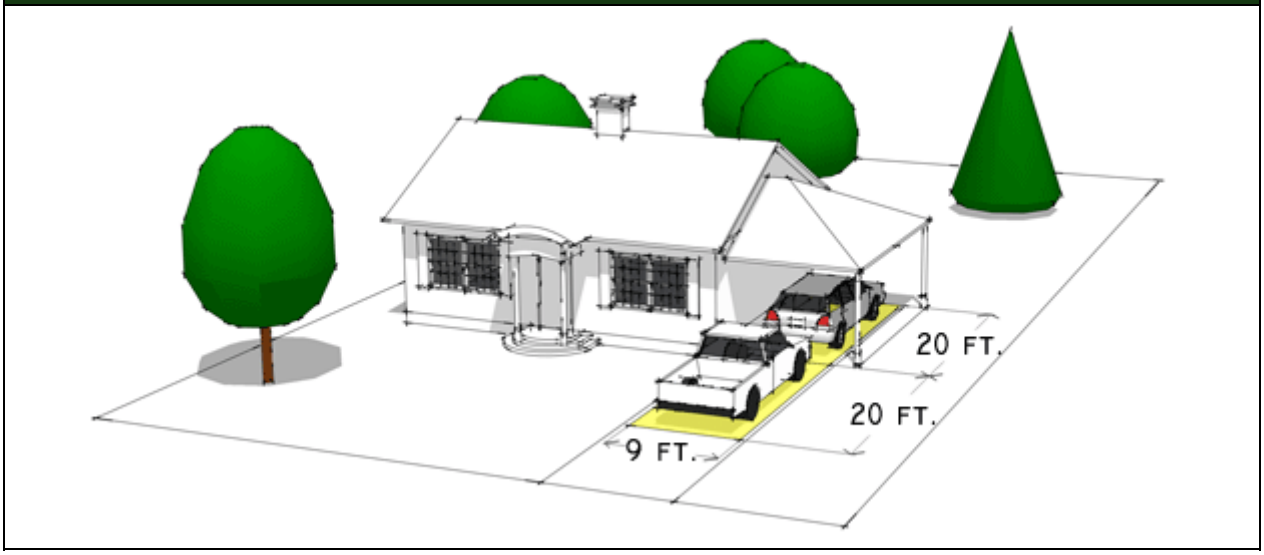
Use	Parking and Loading	
	Required Parking Spaces	Required Loading Spaces
Single Family Detached	2 spaces / dwelling unit	N/A
Single Family Attached	2 spaces / dwelling unit	N/A
Multiplex and Multifamily	1 space per studio or 1 bedroom dwelling unit 1.2 spaces per bedroom for	1 space per 20 dwelling units in a vertically mixed-

Table 17.02.090.8 Required Parking and Loading for Residential Uses		
Use	Parking and Loading	
	Required Parking Spaces	Required Loading Spaces
	2+ bedroom dwelling unit All + 1 guest space per 4 dwelling units	use building; not required in other configurations
Manufactured Home (outside manufactured home park or subdivision)	2 spaces per dwelling unit	N/A
Manufactured Home (inside manufactured home park or subdivision)	2 spaces per dwelling unit + 1 guest space per 4 dwelling units	N/A
Community Homes	As required for housing type	N/A
Live-Work Units	3 spaces per dwelling unit	N/A
Senior Independent Living Center	1.2 spaces per dwelling unit	N/A
Emergency Shelter	1.5 spaces per projected household capacity	1 space per every shared kitchen facility; not required if kitchen facilities are not shared.
Secondary Residential Unit	1 additional space per secondary unit	N/A

B. **Parking Space Design for Non-Multi-Unit Residential Uses.** Parking spaces for single family attached and detached residential uses, for live-work units, and for manufactured homes outside of a manufactured home park or subdivision that are located in private garages, carports, or individual driveways are not required to be marked. An area on a private residential lot is considered a parking space if:

1. The area is at least 9 feet by 18 feet in dimension;
2. The area does not encroach upon a public sidewalk;
3. The area is hard-surfaced; and
4. The area is accessible from the street. See Figure 17.02.090.8 , Private Residential Parking Spaces.

Figure 17.02.090.8
Private Residential Parking Spaces



C. Single Family and Duplex Parking.

1. No more than one required off-street parking space may be located in the front or street side yard.
2. No more than one driveway per street frontage may be extended from the edge of the public street to the property except where the total width of the street frontage is eighty feet or greater, or where a circular driveway is utilized.
3. The width of paved surfacing for parking in the required front yard area shall be limited to a maximum of forty percent of the width of the front yard and no more than 20 feet, whichever is greater.

D. Parking Area Design of Multi-Unit Residential Parking. Parking spaces for multifamily, multiplex, senior independent living centers, and emergency shelters shall meet the requirements specified in the City's Design Review Manual.

E. Covered Parking.

1. A minimum of one of the required parking spaces for a single family home shall be covered.
2. The cover shall be architecturally integrated into the main structure.

Supplemental Standards Section 17.01.050.4

2. Fences and Walls:

A. Height. No fence shall exceed the following heights:

1. Interior Side and Rear Yards: Six feet.
2. Street Side Yards: Four feet.
3. Area Between Front Building Line and Street: Three feet.
4. In Side or Rear Yard Abutting an Arterial or Collector: 10 feet
5. If Required by the Planning Commission on a Tentative Map: 10 feet.

B. Setbacks. Fences and walls shall be set back a minimum of:

1. Sidewalks: Six inches.
2. Streets: Generally: Five feet.
3. Intersection of street lot lines: 20 feet.
4. Alleys: Generally: Three feet. Intersection of alley lot lines: 20 feet.
5. Orientation. The finished side of all fences shall face out toward adjacent public rights-of-way.
6. Materials. Materials shall be durable, and of a character commonly used in residential applications, including: weather resistant wood species, split rail, painted wood, brick, stone, and ornamental wrought iron or powder-coated aluminum.
    a. Chain link fences are not permitted.
    b. Scrap lumber, plywood, tree branches, tree trunks, sheet metal, plastic, or fiberglass sheets are prohibited.
    c. Barbed wire, spikes, nails, or other sharp point or instrument on top or sides of such fence are permitted in the A-R district only.
    d. Electrified fences are permitted in the A-R district only.
    e. Welded wire, agricultural fencing, and chicken wire fences are permitted in the A-R district only.
    f. Slats may not be installed on chain link fences.

C. Fence required. Fences meeting the maximum allowable height shall be installed along the parcel perimeter's side and rear property lines of any parcel developed with more than two dwelling units. No fence is required along the street side yard or adjacent to permanent open space.

D. Sound Barrier Walls Required.

1. Minimum Height. When a new residential development is proposed that will abut an arterial or highway, a sound barrier wall at a minimum of eight feet shall be installed.
2. Noise Mitigation.
    a. The application for a plat, or if no plat is required, for a site plan, shall be accompanied by a description of the specifications for the sound barrier wall, indicating the projected reduction of traffic noise from the arterial or highway that will be received on the residential properties.
    b. The sound barrier shall be effective in reducing noise levels to those that are specified in the Noise Element of the City of Williams General Plan for residential areas adjacent to arterials and highways.
3. Location. The sound barrier wall shall be located in a common space, private easement, City, or State right-of-way. Where such a wall is to project into the right-of-way, the wall shall not be installed until the City of Williams has issued an encroachment permit pursuant to Chapter 12.14 of the City of Williams Code of Ordinances. If the wall is to be located within a State of California right-of-way, it shall not be installed until the appropriate State of California agency (Caltrans or the current replacement agency) has duly approved the encroachment.
4. Design. The sound barrier wall shall be subject to Design Review and shall be consistent with the Design Review Manual.

3. 17.01.050.5 Decks, Patios, and Porches

A. Decks. No deck shall have a surface that is higher than the level of the second floor. Decks that are less than four feet in height to the top of the deck may occupy a maximum of 60 percent of the rear yard.

B. Patios. Patios may occupy a maximum of 60 percent of the rear yard. Any application for a patio that is more than 750 square feet in area shall include a drainage plan for approval by the City Engineer.

C. Enclosed Porches. Enclosed porches are subject to the same requirements as the building to which they are attached.

4. 17.01.050.6 Swimming Pools and Spas

A. Timing of Construction. No residential swimming pool or spa shall be constructed unless:
    1. The principal building is constructed or under construction simultaneously with the accessory building, or
    2. The structure is an amenity that is provided for the development as a whole, and the development phasing plan allows its construction before the construction of dwelling units.

B. Setbacks.

1. Front: Behind the principal building.
2. Side: Same as side setback requirements for principal buildings.
3. Rear: The greater of: Six feet, measured from the outside wall of the pool. Any utility easement at the rear property line. Building: Six feet between pool wall and any building.

5. 17.01.050.10 Solid Waste Collection and Recycling Access

A. Single Family Solid Waste Collection. Single family and two-family dwellings on individual lots are not required to provide separated trash/recycling containment facilities. These uses shall provide sufficient area either within the garage or outside for accommodating a trash can and recycle container provided they are screened from public view and not located within the front yard except that containers may be placed in front yard areas during collection days in accordance with Section 8.08.170 of the Municipal Code.

B. Exceptions. Unless otherwise specified, or otherwise required by this Zoning Code, the Director may allow variations to these standards due to physical constraints to the property such as topography, lot configuration or design limitations, provided that public safety and convenience concerns have been met.

C. New Development Projects Solid Waste Collection. All new development projects that are residential other than single family or two-family dwellings shall provide the following containers for solid waste:

1. 4 to 27 dwellings: Sufficient size to contain two seven yard bins.
2. 28 to 53 dwellings: Sufficient size to contain four seven yard bins.
3. 54 + dwellings: Sufficient size to contain six seven yard bins and each successive increase of 27 units in increments of two more seven yard bins.

D. Design and Location Criteria. Trash/Recycling containment facilities shall be designed and located consistent with the City's Design Review Manual.

6. 17.02.090.9 Design of Residential Developments(High Density Development)

A. R-U HD District Design Review Requirements (limited to High Density Multiple Family Dwelling Unit Construction:

1. Site Development and Architectural Features. Site development and architectural features of projects shall comply with the following:
    a. Site Development Features. The following site layout and development features should be adhered to:
        i. Parking shall be provided behind buildings, in the rear of the site or accessed from alleys or screened from view of the public street.

ii. Front setback hardscape in the form of walkways, driveways or other hardcover pavement shall not exceed 25 percent.

iii. Buildings should be oriented to form interior courtyards and common spaces.

b. Architectural Features. Building architecture shall respect the neighborhood design character of the surrounding setting and incorporate key character defining elements, such as roof pitch, window types and style, siding, trim elements, similar color palette, etc. The following architectural features shall be included for buildings that front the street:

i. Balconies;

ii. Porches;

iii. Pitched roofs;

iv. Overhanging roofs with gabled ends;

v. Building entries with covered porches;

vi. Dormers; and

vii. Change in wall plane (pop outs, projections etc.) for buildings that exceed 24 feet in length;

2. Design Review Guidelines Consistency. Project design, such as landscaping, lighting, site lay out, signage, trash enclosure, architecture, use of building materials and colors, shall be consistent with the City's Design Review Manual.

6. Residential Subdivisions:

17.02.080.1 Residential Development Area and Density Standards

The columns in Table 17.02.080.1, Residential Development Area and Density Standards establish the open space, density, utility, and minimum parcel areas that apply to each of the residential development types. They are applied as follows:

A. The first column, "District and Development Type", reflects the zoning districts and the residential development types that are permitted in the district.

B. The second column, "Min. OSR", reflects the minimum open space ratio. Open space is required only for development that contains five or more dwelling units. OSR is calculated as set out in Subsection 17.06300.3, Open Space Ratio.

C. The third column, "Gross Density", contains the maximum gross density. This is generally expressed in dwelling units per acre. Gross density is calculated as set out in Subsection 17.06.300.4, Density.

D. The fourth column, "Required Utilities", indicates if public water and sewer utilities are required or if private systems are permitted. The requirement for public utilities, either from the City or from an approved utility provider, is indicated by "Public," whereas

"Private" indicates that on-site potable water and individual sewer systems are permitted. On sites where private systems are permitted, public systems may also be used.

E. The fifth column, "Min. Area of Parcel Proposed for Development", indicates the minimum area of the parcel proposed for development that is required for the development of the specified use.

Table 17.02.080.1 Residential Development Area and Density Standards				
District and Development Type (average lot size)	**Min. OSR**	**Gross Density**	**Required Utilities**	**Min. Area of Parcel Proposed for Development**
AR				
Single-Family Detached Cluster	90%	0.08	Private	N/A
Farmworker	90%	0.08	Public	N/A
R-E				
Single-Family Detached	10%	0.30	Public	N/A
Single-Family Detached Cluster	35%	0.50	Public	15 acres
R-S				
Single-Family Detached	15%	1.35	Public	N/A
Single-Family Cluster	35%	1.80	Public	1 acre
Planned Residential	50%	3.25	Public	minimum area: 4 acres maximum area: 10 acres
R-U				
Single-Family Detached	15%	4.17	Public	100 acres
Single-Family Detached Cluster	25%	4.75	Public	5 acres
Planned Residential	35%	5.00	Public	20 acres
Multiple Family	45%	9.00	Public	2 acres
R-U HD				
Multiple Family High Density	20%	20.00	Public	N/A
C-D				
Residential, Elderly	10%	15.91	Public	N/A
Residential	5%	22.00	Public	N/A
Mixed Use	5%	16.8	Public	N/A
TABLE NOTE: [1] Minimum density is 16 dwelling units per acre				

17.02.080.2 Mix of Housing Types in Planned Residential (Mixed Housing) Developments

A. Housing Type Mix Requirements. Table 17.02.080.2, Housing Type Mix Requirements, sets out the mix of housing types that is required for planned residential developments. When calculating the percentage of each housing type in a proposed development, normal rounding is used.

Table 17.02.080.2
Housing Type Mix Requirements

Min. No. of Housing Types	Max. % Any Housing Type	Min. % Any Housing Type[1]
1	100	20
2	75	25
3	55	20
4	50	12
5	30	10

TABLE NOTE:
[1]This requirement applies even if more than the minimum number of housing types are provided.

B. Phasing. When a development is to be phased, the maximum residential development capacity of the entire site shall be used for calculating the required mix. When a parcel is to be subdivided and developed as multiple phases over time, the City may impose a mix based on the original property size to ensure an adequate mix of housing types.

17.02.080.3 Residential Lot Averaging and Distribution of Averaged Lots

A. Applicability. Lot averaging shall be applied:

1. To a housing type when there are more than 40 units of the housing type in a planned residential development (mixed housing).
2. To any single family detached and single family detached cluster development that contains more than 40 dwelling units:
3. Lot area groups for each housing type are provided in the tables in Section 17.02.090, Residential Lot, Yard, and Height Standards.
4. Where lot averaging is not required, but the tables in Section 17.02.090, Residential Lot, Yard, and Height Standards indicate three lot area groups, the average lot area group shall be used to establish minimum lot area and minimum lot depth for the housing type.

B. Identifying Lots in Each Group. Lots within each size group are identified by lot width. Small lots shall meet the minimum lot width for small lots, and their lot width may be up to (but not including) the lot width of the average lot category. Average lots shall meet the minimum lot width for average lots, and their lot width may be up to (but not

including) the lot width of the large lot category. Large lots must meet the minimum lot width for large lots, and their width is not limited.

C. Calculating the Required Number of Lots of Each Lot Area Group. The tables in Section 17.02.090, Residential Lot, Yard, and Height Standards provide for variable lot sizes, the column titled "percent in width type," indicates the minimum proportion of each lot area group that must be provided. The minimum number of small and average lots shall be rounded up to the nearest whole number. If the minimum proportions for small and average lots are met, the remainder of the lots may be large lots.

D. Distribution of Averaged Lots. Lots in the three lot area groups shall be distributed such that small lots, average lots, and large lots are mixed on each block or cul-de-sac spread through the development. Concentrating lots of a single lot area group in separate areas of a development is not permitted.

Section 17.02.090 Residential Lot, Yard, and Height Standards

17.02.090.1 Single Family Detached and Single Family Detached Cluster Standards

A. Applicability. This Section applies to the creation or alteration of lots in all single family residential developments.

1. The setback requirements of this Section apply to new construction and the alteration of single family structures on all lots.

2. If an existing single family structure in the NC district meets the setback provisions of Table 17.02.090.1A, Single Family Detached Lot and Building Standards, Small Subdivisions, the setback restricts additions made to the structure after the effective date of this Zoning Code unless the proposed addition meets the provisions of Subsection 17.02.090.8, Special Standards for Neighborhood Conservation District.

3. Subsection B., below, applies to:

    a. All lot splits, lot combinations, and resubdivision of lots in the NC61-6, NC80-6, NC80-7, NC87-6, and NC1-1 districts; and

    b. All single-family development in small subdivisions (of 40 or fewer lots) in the R-S or R-U districts.

4. Subsection C., below, applies to all single family development in large subdivisions (that include more than 40 single-family lots) in the R-S or R-U districts.

5. Subsection D., below, applies to all single family construction in the R-E and AR districts, regardless of whether lots are developed in a single subdivision or on a lot-by-lot basis.

B. Lot Standards for Small Subdivisions. Lot and building standards for single-family detached units are set out in Table 17.02.090.1A, Single-Family Detached Lot and Building Standards; Small Subdivisions.

Table 17.02.090.1A

Single-Family Detached Lot and Building Standards; Small Subdivisions

Zoning District and Development Type	Minimum					Maximum	
	Lot Area (Average)	Lot Width (ft.)	Front and Street Yard Setback[1] (ft.)	Side Setback Min. / Total [2] (ft.)	Rear Setback (ft.)	Height(ft.)	Building Coverage Ratio(%)
R-S, NC80-6, NC80-7, and NC87-6							
Single Family Detached	20,000 sf.	75	15	10 / 20	40	27	40%
Single Family Detached Cluster	10,000 sf.	40	15	5 / 10	25	35	60%
Planned Residential	N/A	35	10	3.5 / 7	10	45	75%
R-U and NC61-6							
Single Family Detached	6,000 sf.	70	25	5 / 10	35	35	50%
Single Family Detached Cluster	4,000 sf.	60	20	5 / 10	30	35	40%
Planned Residential	2,500 sf.	Housing type	5	Housing type	Housing type	45	75%
NC1-1							
Single Family Detached	Table 17.01.020.2	Table 17.01.020.2	50	20 / 40	25	35	Table 17.01.020.2

TABLE NOTES:

[1] Street yard refers to all yards on a street front, side, or rear. Garages that face a street yard shall maintain a minimum of 21' setback from the street yard property line. [2] The first number is the minimum side yard. The second number is the sum of the two side yards. [3]The first number is the minimum interior side yard. The second number is the minimum setback from the peripheral boundaries of the development.

C. Lot Standards for Large Subdivisions. The lot and building standards for single-family detached units in large subdivisions in the R-S and R-U districts are set out in Table 17.02.090.1B, Single-Family Lot and Building Standards; Large Subdivisions. The table requires three classifications of lot area (lot area groups) and width in order to ensure variety within the neighborhood.

Table 17.02.090.1B
Single-Family Detached Lot and Building Standards; Large Subdivisions

Zoning District and Development Type / Lot Area Group	Minimum						Maximum	
	Lot Area (sf.)	Lot Width (ft.)	Percent in Category	Front / Street Yard Setback[1] (ft.)	Side Setback Min. / Total[2] (ft.)	Rear Setback (ft.)	Height (ft.)	Building Coverage Ratio (%)
R-S Single Family Detached								
Small Lot	18,000	65	25%	15	5 /10	35	27	32%
Average Lot	20,000	75	50%	15	5 / 10	40	27	40%
Large Lot	22,000	80	Remainder	25	6 / 16	40	27	40%
R-S Single Family Detached Cluster								
Small Lot	9,000	35	25%	10	3.5 / 7	20	35	50%
Average Lot	10,000	40	50%	15	5 / 10	25	35	60%
Large Lot	11,000	45	Remainder	25	5 / 10	25	35	60%
R-U Single Family Detached								
Small Lot	5,000	50	25%	20	5 / 10	25	35	40%
Average Lot	6,000	60	50%	25	5 / 10	35	35	50%
Large Lot	6,500	60	Remainder	25	5 / 10	35	35	50%
R-U Single Family Detached Cluster								
Small Lot	3,500	35	25%	10	3.5 / 7	20	35	32%
Average Lot	4,000	40	50%	15	5 / 10	30	35	40%
Large Lot	4,500	45	Remainder	20	5 / 10	30	35	40%

TABLE NOTES:
[1]Street yard refers to all yards on a street front, side, or rear. Garages that face a street yard shall maintain a minimum of 21' setback from the street yard property line. [2]The first number is the minimum side yard. The second number is the sum of the two side yards.

D. Lot Standards for Construction in the R-E and AR districts. Lot and building standards for single-family detached units are set out in Table 17.02.090.1C, Single-Family Detached Lot and Building Standards; R-E and AR districts.

Table 17.02.090.1 C
Single-Family Detached Lot and Building Standards; R-E and AR Districts

Zoning District and Development Type	Minimum					Maximum	
	Lot Area	Lot Width (ft.)	Front Setback[1] (ft.)	Side Setback Min. / Total (ft.)[2]	Rear Setback (ft.)	Height(ft.)	Building Coverage Ratio (%)
R-E							
Single Family Detached	2.5 acre	200	50	30 / 100	50	35	10%
Single Family Detached Cluster	1 acre	100	25	15 / 30	25	35	25%
AR							
Single Family Detached Cluster	1 acre	100	50	5 / 10	30	35	10%

TABLE NOTES:
[1] Street yard refers to all yards on a street front, side, or rear. Garages that face a street yard shall maintain a minimum of 21' setback from the street yard property line.[2] The first number is the minimum side yard. The second number is the sum of the two side yards.

E. Lot Standards for Lot or Parcel Revisions for Residential Use in NC, R-S, R-E, or R-U Districts. Whenever a new lot configuration is proposed for single family use that will increase the size of an existing lot or parcel in an area that has been either platted or constructed as residential in the NC, R-S, or R-E districts, the new lot(s) may not exceed 25% of the average of the lots on the same block face.

17.02.090.2 Patio House Standards

Lot and building standards for patio house detached units are set out in Table 17.02.090.2, Patio House Lot and Building Standards.

Table 17.02.090.2
Patio House Lot and Building Standards

Lot Size Group	Small	Average	Large
Min. % In Group	25	50	remainder
Min. Lot Area per du (sf.)	4,640	5,000	5,450
Min. Lot Width per du (ft.)	50	55	60
Min. Front Setback (House / Garage[1]) (ft.)	12 / 20		
Min. Building Separation (ft.)	10		
Min. Patio Area[2] (sf.)	930 / 48	1,000 / 48	1,000 / 48
Min. Patio Width (ft.)	20	20	22
Rear Setback (House / Garage[3]) (ft.)	10		
Max. Height (ft.)	28		
Max. Building Coverage Ratio	50%	48%	48%

TABLE NOTES:
[1] Setback from right-of-way to garage front when the garage faces the street instead of an alley.
[2] The patio area is a rectangle having minimum area and width that is a basic yard, but does not count all the yard area.
[3] Setback from rear lot line to garage when the garage is accessed from an alley.

17.02.090.3 Townhouse Standards

A. Lot and building standards for townhouse units are set out in Table 17.02.090.3, Weak-Link Townhouse and Townhouse Lot and Building Standards.

Table 17.02.090.3
Weak-Link Townhouse and Townhouse Lot and Building Standards

Development Type	Weak-Link Townhouse			Townhouse		
Lot Size Group	Small	Average	Large	Small	Average	Large
Min. Lot Area per du (sf.)[1]	3,300	3,600	3,900	2,200	2,400	2,600
Min. Lot Width per du (ft.)[1]	33	36	39	20	24	26
Min. % In Group	25	50	remainder	25	50	remainder
Min. Street Setback (building / garage) (ft.)	15 / 20			12 / 20		
Min. Building Separation[2] (ft.)	10			10		
Rear Setback[3] (ft.)	30			30		
Min. Number of Attached du's	4[4]			4[4]		
Max. Number of Attached du's	8[5]			8[5]		
Max. Height (ft.)	35			35		
Max. Building Coverage Ratio	55%			50%		
Floor Area Ratio	0.72	0.88	0.77	1.10	1.20	1.20

TABLE NOTES:
[1] The values assume that the garage access is from an alley to the rear. If the garage access is from the street, add 20 percent to lot area and width.
[2] The building separation may be common open space if linked to other common areas.
[3] A rear load garage may extend into the rear yard, provided the maximum building coverage is unchanged and the rear setback to the garage is not less than 20 feet.
[4] Two units are allowed where at least one other building on site has four or more units and site conditions would result in a loss of units if three were required.
[5] More than 8 units may be attached if the project is configured along a block face of a public street and adequate access exists to the rear of the building for the provision of emergency services.

B. Lot Standards for Lot or Parcel Revisions for Residential Use in NC, R-S, R-E, and R-U. Whenever a new lot configuration is proposed for townhouse use that will increase the size of an existing lot or parcel in an area that has been either platted or constructed as residential in the NC, R-S, R-E, or R-U districts, the new lot(s) may not exceed 25% of the average of the lots on the same block face.

17.02.090.4 Duplex Standards

A. Lot and building standards for duplex units are set out in Table 17.02.090.4 Duplex Lot and Building Standards.

Table 17.02.090.4
Duplex Lot and Building Standards

Development Type	Side-By-Side Duplex			Over-Under Duplex
Lot Size Group	Small	Average	Large	N/A
Min. Area per Building (sf.)	7,000	7,500	8,150	7,500
Min. Lot Area per du	3,500	3,750	4,075	N/A
Min. Lot Width (ft.)	35[1]	35[1]	40[1]	75
Min. % in Group	25%	50%	Remainder	70
Front Setback (ft.)	20			20
Side Setback (Min. / Total)[2] (ft.)	5 / 10			8 / 22
Rear Setback (ft.)	25			25
Max. Height (ft.)	32			35
Max. Building Coverage Ratio	50%	50%	50%	45%

TABLE NOTES:
[1] Per dwelling unit [2] The first number is the minimum side yard. The second number is the sum of the two side yards. For example, 8 / 22 means that if one side yard is 8 feet, the other must be 14 feet (8 + 14 = 22).

B. Lot Standards for Lot or Parcel Revisions for Residential Use in NC, R-S, R-E, and R-U Districts. Whenever a new lot configuration is proposed for duplex use that will increase the size of an existing lot or parcel in an area that has been either platted or constructed as residential in the NC, R-S, R-E, or R-U districts, the new lot(s) may not exceed 25% of the average of the lots on the same block face.

17.02.090.5 Cottage Cluster / Cohousing Standards

A. Lot and building standards for cottage cluster units are set out in Table 17.02.090.5, Cottage Home Lot and Building Standards.

Table 17.02.090.5 Cottage Home Lot and Building Standards	
Minimum Parcel Area Per Unit (sf.)	4,250
Maximum Floor Area Ratio on Parcel	0.30
Minimum Building Spacing (ft.)	10
Maximum Height (ft.)	27
Maximum Gross Density for Parcel Developed with Cottages (units / acre)	10
Front Setback (ft.)	15
Side and Rear Setback (ft.)	6
Parking Setback (ft.)	10
Minimum Open Space Ratio for Parcel Developed with Cottages	35%

B. Lot Standards for Lot or Parcel Revisions for Residential Use in NC, R-S, R-E, and R-U Districts. Whenever a new lot configuration is proposed for cottage cluster or cohousing use that will increase the size of an existing lot or parcel in an area that has been either platted or constructed as residential in the NC, R-S, R-E, or R-U, districts, the new lot(s) may not exceed 10% of the average of the lots on the same block face.

17.02.090.6 Multi-Housing Standards

Lot and building standards for multiplex and multifamily housing buildings are set out in Table 17.02.090.6, Multiplex and Multifamily Lot and Building Standards.

Table 17.02.090.6
Multiplex and Multifamily Lot and Building Standards

Development Type	Multiplex	Multi-family
Min. Lot Area per du (sf.)	2,000	1,800; 1,700[1]
Min. Lot Width per Building (ft.)	N/A; 75[1, 2]	75[1, 2]
Min. Street Setback (ft.)	20; 10[1, 3]	30; 10[1, 3]
Min. Rear Setback (ft.)	15; 20[1]	30; 20[1]
Min. Side Setback (ft.)	10; 5[1]	20; 5[1]
Min. Building Separation (ft.)	15	30; 15[1]
Parking Setback from Street Curb (ft.)	20	parking not permitted in street yard
Parking Setback from Rear and Side Lot Lines (ft.)	2.5	8
Max. Height (ft.)	35; 40' or 3 stories, whichever is lower[1]	50; 40' or 3 stories, whichever is lower[1]
Max. Building Coverage Ratio (%)	44	25; 80[1, 4]
Floor Area Ratio	0.80; N/A[2]	0.70; N/A[1]
Max. Number of First Floor Units per Building	3	8; N/A[1]

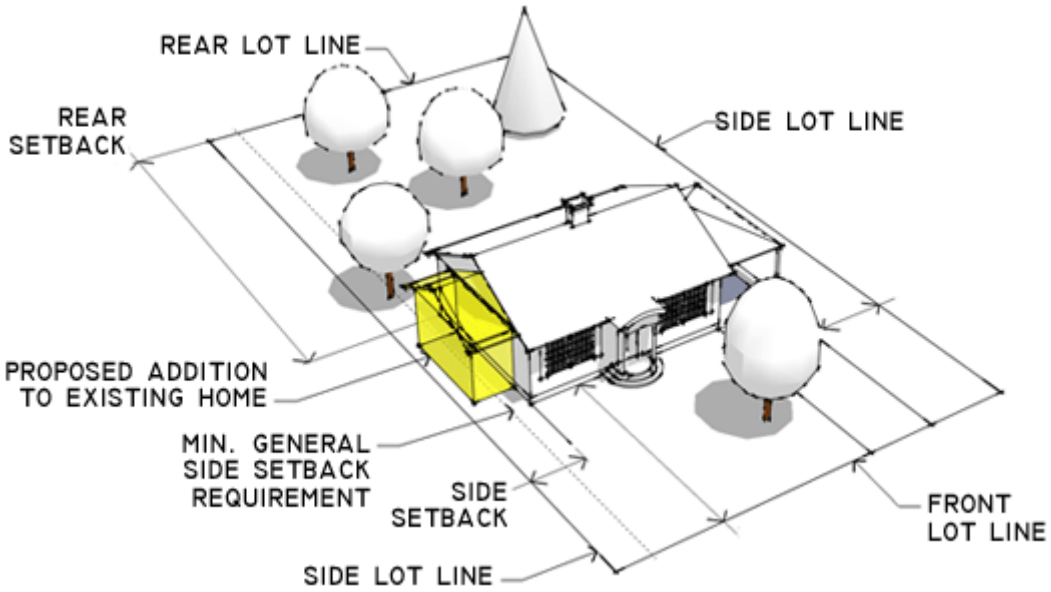
TABLE NOTES:
[1] In the R-U HD.
[2] Lot width applies only to newly created lots.
[3] To the front facade; front porch or front entryway may extend up to a maximum of 5' into the 10' setback area.
[4] In R-U HD, maximum coverage includes the buildings plus all other impervious areas.

17.02.090.7 Special Standards for Neighborhood Conservation District

A. Generally. This Section provides an alternative set of standards for development, redevelopment, and expansion of existing buildings (as indicated below) within the NC subdistricts when the new construction would encroach into the setbacks that are established by Table 17.02.090.1B, Single-Family Detached Lot and Building Standards; Small Subdivisions. See Figure 17.02.090.7, Single-Family Detached Lot Standards.

Figure 17.02.090.7
Single-Family Detached Lot Standards

The proposed addition (shown in yellow below) extends past the minimum general side setback line established in Table 17.02.090.1 A, *Single-Family Detached Lot and Building Standards; Small Subdivisions.* The alternative setback standards of this Section will apply instead of the minimum general standards if all conditions of this Section are met.



B. Alternative Building Setback Standards; All Setbacks. Alternative setbacks shall be applied only if it is demonstrated that the standards of the applicable subsection of this Section are met, and the proposed construction:

1. Does not interfere with planned expansion of right-of-way, and if right-of-way expansion is planned, the application is evaluated as if the right-of-way has been expanded;
2. Does not result in interference with a utility easement;

3. Does not cause more or faster drainage onto abutting properties or rights-of-way than the condition that existed before the proposed construction;
4. Does not result in a nonconformity with respect to the building code on either the applicant's lot or the abutting property;
5. Is built to building code standards that would allow construction of the abutting lot to be built to the same standard along the same setback line;
6. Does not interfere with emergency access to the rear of the house;
7. Conforms to building coverage limitations of Table 17.02.090.1B, Single Family Detached Lot and Building Standards, Small Subdivisions; and
8. Does not reduce the area provided for parking to fewer than two paved off-street parking spaces (one or both may be in a garage or carport).

C. Alternative Building Setback Standards; Front Setbacks.

1. New Development; Redevelopment; and Building Expansion. For new development, redevelopment, or building expansion, front setbacks may be reduced from the standards set out in Table 17.02.090.1B, Single Family Detached Lot and Building Standards, Small Subdivisions, if it is demonstrated that the proposed new front building setback:
    a. Is equal to not more than 10 percent less than the average actual setback of the other homes on the same side of the same block; and / or
    b. For an attached or detached garage, is equal to the average actual front setback to an attached or detached garage with comparable garage door orientation with respect to the street on the same side of the same block. In no case shall the garage be set back less than 21 feet if it loads from the sideyard.
2. Building Expansion Only. For building expansions only, front setbacks may be reduced from the standards set out in Table 17.02.090.1B, Single Family Detached Lot and Building Standards, Small Subdivisions, if compliance with any of the following options is demonstrated:
    a. Option #1. The reduction is 10 percent or less of the required front setback, and the encroachment will not reduce the depth of a driveway to less than 21 feet in length to the edge of the sidewalk or ditch or street pavement, whichever edge is closest to the building;
    b. Option #2. The reduction is more than 10 percent of the required front setback, but less than 25 percent of the required front setback, and:
        i. No garage doors that face the street are located in the reduced setback area;
        ii. The improvement is not more than 20 feet in height;

iii. If the encroachment is more than 10 feet wide (measured parallel to the front building line), then it is screened from view from the public right-of-way by a canopy tree or evergreen tree; and

iv. The encroachment is not more than 30 feet wide or 50 percent of the lot width, whichever is smaller.

c. Option #3. The existing building encroaches upon the setback set out in Table 17.02.090.1B, Single Family Detached Lot and Building Standards, Small Subdivisions, on the effective date, and:

i. The proposed construction will not reduce the depth of a driveway to less than 21 feet in length to the edge of the sidewalk or ditch or street pavement, whichever is closest to the building;

ii. The proposed construction will be set back not less than 90 percent of the setback to the existing building.

D. Alternative Building Setback Standards; Interior Side Setbacks.

1. New Development; Redevelopment; and Building Expansion. For new development, redevelopment, or building expansion, interior side setbacks may be reduced from the standards set out in Table 17.02.090.1B Single Family Detached Lot and Building Standards, Small Subdivisions, if it is demonstrated that the proposed side building setback is equal to not more than the average actual side building setback of the other homes on the same side of the same block.

2. Building Expansion Only. For building expansion only, interior side setbacks may be reduced from the standards set out in Table 17.02.090.1B, Single Family Detached Lot and Building Standards, Small Subdivisions, up to 40 percent if it is demonstrated that the proposed construction meets all of the following standards:

a. Limit of Encroachment

i. If the lot that abuts the proposed building expansion is used for residential purposes, then:

a. The building expansion shall bescreened from view from the public street by at least one tree per story of the building expansion, unless it projects into the required side setback less than one foot further towards the lot line than the existing building;

b. Building expansions shall be 12 feet in height or less

c. Building expansions shall be set back at least 42 inches from the side lot line

ii. If the lot that abuts the proposed building expansion is used for nonresidential purposes or permanent open space that is at least 20 feet in width, then the building expansion shall be set back at least 42 inches from the side lot line.

b. Horizontal Dimension. The building expansion, combined with the existing building, does not create a horizontal dimension of more than 50 feet without an offset in the building wall of at least three feet.

c. Windows. The building expansion shall not include a window that is located directly across from another window on a residential building that is closer than 20 feet away, unless:

i. The window is on the first floor and an opaque fence is installed between the two buildings to a height of six feet; or

ii. The window is not operational and is made of glass block or frosted glass, or other opaque material approved by the Director.

E. Alternative Building Setback Standards; Rear Setbacks.

1. Rear setbacks may be reduced on any lot in the NC district if it is demonstrated that the proposed rear building setback is equal to not more than 10 percent less than the average actual setback of the other homes on the same side of the same block.

2. Rear setbacks may be reduced on lots with rear lot lines that abut permanent open space, and through lots with fences or walls that screen rear yards from major roadways, according to the following standards:

a. For one-story construction, or portions of construction, the rear setback may be reduced by up to 50 percent if it is demonstrated that the proposed construction is located behind an opaque fence or garden wall that is at least five feet in height, and one evergreen or canopy tree is planted in the rear yard for each 12 feet of width of the encroaching portion of the proposed construction.

b. For two-story construction, or portions of construction, the rear setback may be reduced up to 30 percent if it is demonstrated that the standards of Subsection a., above, are met.

II. Non-Residential Development Standards:

1-Lot, Yard and Height Standards
2-Parking and Loading
3-Fences and Walls
4-Gasoline Dispensing
5-Car Washes
6-Solid Waste and Recycling

1. 17.02.100.1 Nonresidential Lot, Yard, and Height Standards

A. In General. Table 17.02.100.1, Nonresidential Lot, Yard, And Height Standards, sets out nonresidential lot, setback, and height standards for each district and development type.

Table 17.02.100.1
Nonresidential Lot, Yard, And Height Standards

District and Use	Minimum					Maximum Height (ft.)
	Lot Width (ft.)[1]	Build-to Line (ft.)[2]	Front Setback(ft.)[2]	Side Yard Min. / Total(ft.)[2]	Rear Setback (ft.)[2]	
R-E						
Public Assembly	300	N/A	100	50 / 100	35	35
All Other Uses	500	N/A	150	30 / 60	100	27
R-S						
Institutional Residential	150	N/A	15	5 / 20	40[3]	27
Public Assembly	150	N/A	30	25 / 50	50[4]	35
All Other Uses	75	N/A	30	10 / 20	40	27
R-U / R-U HD						
Institutional Residential	140	N/A	20	5 / 20	35[3]	27
Public Assembly	300	N/A	50	20 / 40	35	35
All Other Uses	140	N/A	40	20 / 40	35	27
NC						
Public Assembly	150	N/A	15	10 / 20	40	35
All uses	Two times the yards for single-family in each subdistrict					27
C-S						
Commercial Retail	50	10	N/A	5 / 10	10	27
Office / Service	50	10	N/A	5 / 10	10	27
All other uses	50	10	N/A	10 / 20	25	27
C						
Commercial Retail	50	10[5]; N/A[6]	N/A	8 / 16	10	35
Office / Lodging	50	15[5]; N/A[6]	N/A	10 / 20	10	35
Services	50	10[5]; N/A[6]	N/A	10 / 20	10	35
All Other Uses	100	15[5]; N/A[6]	N/A	10 / 20	10	35
C-D						
Mixed Use	66	0[7]	N/A	0	0	45
All Other Uses	22	0[7]	N/A	0	0	45

Table 17.02.100.1 Nonresidential Lot, Yard, And Height Standards						
B-P						
Office	125	N/A	15	15 / 30	30	55
Industrial	125	N/A	15	15 / 30	30	50
Warehouse	150	N/A	15	15 / 30	30	50
Smoke Stacks and Grain Elevators	N/A	N/A	15	10 / 20	10	90
All Other Uses	100	N/A	15	10 / 20	10	50
IN						
Smoke Stacks and Grain Elevators	N/A	N/A	25	15	30	90
All Other Uses	125	N/A	25	15	30	27
AR						
Grain Elevators	N/A	N/A	100	100 / 200	100	90
Farmworker Housing	50	N/A	25	7[8]	40[9]	35
All Other Uses	50	N/A	25	20 / 20	25	35

TABLE NOTES:
[1]Along major roadways, frontages in excess of the minimum lot width may be required to meet all access and development requirements.
[2]If a larger bufferyard is required, the setback or build-to line shall be the width of the bufferyard. All build-to lines shall apply to any street frontage, regardless of whether they are front or side street lines.
[3]If a courtyard of a min. of 40 times the width of the rear property line is provided anywhere on site, the rear setback may be reduced to 15'.
[4]If a courtyard of a min. of 50 times the width of the rear property line is provided anywhere on site, the rear setback may be reduced to 15'.
[5]On a site with frontage along the downtown fringe streets.
[6]On all other sites zoned C.
[7]Buildings shall be constructed to a build-to line that allows enough room for a 10 foot wide attached sidewalk. If the 10-foot wide sidewalk can be constructed entirely within the right-of-way, then the build-to line shall be the property line.
[8]Measured between individual unit side walls.
[9]Measured between front and / or rear unit walls.

B. Special Yard Restrictions in the C-S district. The following standards apply in the C-S district:

1. No driveway aisles shall be installed between the front or side street wall of the building(s) and the front or side street property lines, except that driveways to interior parking areas may traverse through the area, which is otherwise reserved for landscaping.

2. Parking areas shall be located at least 10' farther from the front or side street property line than the actual front or side street wall of the building(s).

Open Space and Building Scale, Section 17.01.100.2

Table 17.02.100.2, Nonresidential Open Space and Building Scale, sets out nonresidential minimum open space and maximum building size standards for each district and development type.

Table 17.02.100.2
Nonresidential Open Space and Building Scale

District and Use	Open Space and Building Size	
	Minimum % Open Space	Maximum Building Size
R-E		
Public Assembly	15	75,000 sf.
All Other Uses	15	20,000 sf.
R-S		
Public Assembly	15	7,500 sf.
All Other Uses	15	5,000 sf.
R-U / R-U HD		
Public Assembly	15	15,000 sf
All Other Uses	15	10,000
NC		
Public Assembly	15	7,500 sf.
All Other Uses	15	5,000
C-S		
Commercial Retail	15	The lesser of 14,000 sf. per bldg. or 32% of lot
Office/Service	15	The lesser of 20,000 sf. per bldg. or 59% of lot
All Other Uses	15	The lesser of 14,000 sf. per bldg. or 32% of lot
C		
Commercial Retail	12	5,000 sf. per floor[1] / 50% of lot per floor[2]
Office/Lodging	15	6,000 sf.[1] / N/A[2]
Services	15	5,000 sf.[1] / 50% of lot[2]
All Other Uses	15	5,000 sf.[1] / 50% of lot[2]
C-D		
Residential, Elderly	10	1.2 times the area of the lot

Table 17.02.100.2 Nonresidential Open Space and Building Scale		
District and Use	Open Space and Building Size	
	Minimum % Open Space	Maximum Building Size
Residential	5	2.7 times the area of the lot
Mixed Use	5	1.9 times the area of the lot
All Other Uses	5	2 times the area of the lot
B-P		
All Uses	20	.88 times the area of the lot
IN		
All Uses	10	.77 times the area of the lot
AR		
All Uses	90	10,000 sf.
Table Notes: [1] For sites with frontage along the downtown fringe streets [2] For sites that do not have frontage along the downtown fringe streets		

2. Parking and Loading Standards Section 17.02.100.3

A. Applicability.

1. All new development shall provide the minimum number of parking as listed in Subsections 17.02.100.45, Required Parking and Loading for Institutional Uses, through Subsection 17.02.100.10, Required Parking and Loading for Special Uses, and shall comply with all other provisions of this Subsection.
2. Expansions to existing development and changes in use of existing buildings that require additional parking shall provide parking to the extent of the new demand created by the expansion or change in use.
3. Changes in use of existing buildings, where the new use would require less parking spaces than the previous use, shall not be required to provide additional parking spaces.
4. Reuse of existing buildings and lease spaces within the Downtown Parking Standards Overlay District are permitted without requiring additional parking.
5. Buildings that are less than 5,000 square feet in area are exempt from loading space requirements.

B. Timing of Compliance. No certificate of occupancy shall be issued unless and until off-street vehicular parking is provided in accordance with the applicable subsection.

C. Uses Not Listed. The Director shall determine the parking requirements for uses that are not listed based on:

1. The uses in this applicable subsection that are most similar to the proposed uses; or
2. Parking studies of similar uses that are provided by the applicant and certified by a qualified professional engineer and as approved by the Director.
3. The Director may forward the decision to assign parking requirements to the Planning Commission.

D. Design of Standard Parking Lots. Except as otherwise provided in this Chapter, off-street parking shall be designed and improved in accordance with the City's Off-Street Parking Development Standards incorporated into the City's Design Review Manual, as approved by the City Council

E. Use of Required Parking and Loading by Another Building or Use. No part of an off-street parking area or off-street loading area required for any building or use for the purpose of complying with the provisions of this Chapter shall be included as part of an off-street parking area or off-street loading area similarly required for another building unless the type of structure indicates, in the opinion of the Planning Commission, that the periods of usage of such buildings or uses will not be simultaneous with each other.

F. Free and Clear Parking Access and Maintenance.
1. All parking spaces and access aisles shall be free and clear of equipment, refuse, storage items, or anything which inhibits access and parking of vehicles at all times.
2. All parking spaces and access aisles shall be maintained in good repair in accordance with the City's Off Street Parking Development Standards and any other conditions imposed at the time of approval.

17.02.100.4 Shared, Off-Site, and Other Vehicle Parking

A. Off-Site Parking. Required parking may be located off-site if all of the following conditions are met:
1. The off-site parking lot is located not more than 600 feet from the main building or structure it serves;
2. The Planning Commission has issued a Conditional Use permit and found that the provision of required off-street parking on the same parcel with the main building is impossible or impractical due to site conditions, or that utilization of parking spaces on another parcel will accomplish a desirable design objective, and that an acceptable alternative is available.
3. To ensure perpetuation of the off-street parking requirement, the owner(s) of the same lot(s) with the main building(s), and the owner(s) of the parking space on the separate parcel(s) shall execute a declaration of restrictions and covenants covering said lot(s) and parking spaces. Pursuant to California Government Code Section 65870, this declaration of restrictions and covenants shall be made on

forms prescribed by the Director, setting aside the required parking space(s) for parking only upon approval by the City Council.

4. This section shall be implemented following the City Council's adoption of an ordinance pursuant to California Government Code section 65870.

B. Use of Required Parking and Loading by Another Building or Use. No part of an off-street parking area or off-street loading area required for any building or use for the purpose of complying with the provisions of this Chapter shall be included as part of an off-street parking area or off-street loading area similarly required for another building unless the type of structure indicates, in the opinion of the Planning Commission and City Council, that the periods of usage of such buildings or uses will not be simultaneous with each other.

C. Motorcycle Parking. Motorcycle spaces shall be designed consistent with the City's Off-Street Parking Development Standards.

17.02.100.5 Required Parking and Loading for Institutional Uses

The parking requirements for institutional uses are set out in Table 17.02.100.5, Required Parking and Loading for Institutional Uses.

Table 17.02.100.5
Required Parking and Loading for Institutional Uses

Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Cemetery	Greater of: Sum of 1 space per 100 sf. of indoor assembly space + 3 spaces per 1,000 sf. of office floor area; or 20 spaces per acre of grave sites	1 space per building with a floor area of 50,000 sf. or greater
College / University / Vo Tech	1 space per 200 sf. of floor area (except auditoriums, theaters, gymnasiums, and stadiums) + 1/3 space per person times the capacity (persons) of auditoriums, theaters, gymnasiums, and stadiums	1 space per building with a floor area of 50,000 sf. or greater
Hospitals	1 space per 2 beds + parking required for medical offices for out-patient serving areas	1 space per building with a floor area of 50,000 sf. or greater
Institutional Residential	1 space per 3 beds	1 space per 30 beds

Table 17.02.100.5 Required Parking and Loading for Institutional Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Place of Public Assembly: Adult Day Care	1 space per 300 sf.	N/A
Places of Public Assembly: Day Care / Preschool	1 space per 100 sf.	N/A
Places of Public Assembly: Elementary School	3 spaces per classroom	1 space per 40,000 sf.
Places of Public Assembly: Middle School	4 spaces per classroom	1 space per 40,000 sf.
Places of Public Assembly: High School	Special Study	1 space per building with a floor area of 50,000 sf. or greater
Places of Public Assembly: Library or Museum	1/3 space per person times building capacity (in persons)	1 space per 75,000 sf. of floor area
Places of Public Assembly: Other	Greater of:1 space per 6 seats in auditorium; or1 space per 250 sf. of floor area	N/A
Private Club: No Food Service	1 space per 250 sf. of floor area used for assembly	Over-the-curb loading allowed during off-peak hours, otherwise 1 space per building
Private Club: With Food Service	1 space per 100 sf. of floor area used for assembly	1 space per 25,000 sf.
Protective Care: Jail or Prison	1 per 5 cells	1 per 30 cells
Protective Care: Other	1 space per 4 beds	1 space per 20 sleeping rooms
Public Service: Fire Station	4 spaces per emergency vehicle bay	N/A
Public Service: Police Station	1 space per 250 sf.	1 space per 60,000 sf. if the building is larger than 40,000 sf.
Public Service: Post Office	1 space per 200 sf. + 1 space per postal vehicle stored on-site	1 space per 10,000 sf.
Public Service: Other	1 space per 300 sf.	N/A
Residential Eldercare Facilities: Assisted Living	1 space per dwelling unit + 1 space per 3 beds in shared living facilities	1 space per site
Residential Eldercare Facilities: Congregate Care	1 space per dwelling unit	N/A

Table 17.02.100.5 Required Parking and Loading for Institutional Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Residential Eldercare Facilities: Nursing Home	1 space per 3 beds	1 space per 20 sleeping rooms

17.02.100.6 Required Parking and Loading for Commercial Uses

The parking requirements for commercial uses are set out in 17.02.100.6, Required Parking and Loading for Commercial Uses.

Table 17.02.100.6 Required Parking and Loading for Commercial Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Agricultural Support / Other Rural Services: Equipment Dealers and Feed Stores	1 space per 300 sf. of office + 1 space per 750 sf. of other floor area	1 space per 75,000 sf.
Agricultural Support / Other Rural Services: Crop Storage / Packing	1 space per 500 sf. of floor area	1 space per 15,000 sf.
Alcoholic Beverage Sales: Package	1 space per 200 sf.	1 space per 15,000 sf.
Alcoholic Beverage Sales: Other, See Restaurants and Bars, below	See Restaurants and Bars, below	See Restaurants and Bars, below
Boarding or Rooming House	1 space per 12 beds	N/A
Car Wash	3 spaces + 2 spaces per bay or stall	N/A
Commercial Lodging: Full Service Hotel	1 space per guest room + 2 spaces per 10 guest rooms + 1 space per 100 sf. of meeting space + 1/2 of required parking for accessory retail, restaurant, and alcoholic beverage sales uses	1 space + 1 space per 50,000 sf. meeting rooms, restaurants, and shops
Commercial Lodging: Other	1 space per guest room + 2 spaces per 10 guest rooms	1 space per 75 rooms
Commercial Retail: Grocery[1]	1 spaces per 200 sf.	1 space per 25,000 sf.

Table 17.02.100.6 Required Parking and Loading for Commercial Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Commercial Retail: Other[1]	1 space per 250 sf.	1 space per 25,000 sf.
Heavy Retail: Home Center	1 space per 500 sf. of floor area	1 space per 50,000 sf.
Heavy Retail: Lumberyard	1 space per 500 sf. of office + 1 space per 1,000 sf. yard space	1 space per 50,000 sf. of area put to the heavy retail use
Kennel	1 space per 250 sf.	1 space if the use is larger than 10,000 sf.
Light Automobile Service	4 spaces + 1 space per service bay(pump stations are not counted)	1 space
Mixed Use	As approved by Special Study	1 space per 25,000 sf. of nonresidential uses
Office: Financial Institutions	1 space per 250 sf.	1 space per 33,000 sf.
Office: Medical	1 space per 200 sf.	1 space per 33,000 sf.
Office: Call Center	7 spaces per 1,000 sf.	1 space per 33,000 sf.
Office: Other	3 spaces per 1,000 sf.	1 space per 33,000 sf.
Restaurant: Drive-In or Drive-Through	1 space per 60 sf.	1 space
Restaurants and Bars, with or without Dancing	1 space per 60 sf. of dining space + 1 space per 100 sf. of kitchen space + 1 space per 100 sf. of outdoor dining	1 space
Services: Beauty or Nail Salon, Barber Shop, Spa	4 spaces per 1,000 sf.	N/A
Services: Dry Cleaner	3 spaces per 1,000 sf.	1 space if dry cleaning is done off-site
Services: Other	3 spaces per 1,000 sf. + 1 space per stored company vehicle	1 space per 75,000 sf.
Shopping Center	1 space per 250 sf.	1 space per 75,000 sf.
Vehicle Sales, Rental, and Service	1 space per 300 sf. of office + 1 space per 600 sf. of showroom + 1 space per 500 sf. of service area	1 space + 1 space per 25,000 sf. of service area
Veterinarian	1 space per 250 sf.	N/A

Table 17.02.100.6 Required Parking and Loading for Commercial Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Warehousing, Mini-Storage	1 space per 300 sf. of office; but in no case less than 2 spaces visitor parking + 1 space per caretaker unit	N/A

TABLE NOTES:
[1]Grocery areas of supercenter stores (combinations of general retail and grocery in one store) are not counted separately if the floor area used for groceries is less than 40 percent of the total floor area.

17.02.100.7 Required Parking and Loading for Recreation and Amusement Uses

The parking requirements for recreation and amusement uses are set out in Table 17.02.100.7, Required Parking and Loading for Recreation and Amusement Uses.

Table 17.02.100.7
Required Parking and Loading for Recreation and Amusement Uses

Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Adult Uses	Greater of:4 spaces per 5 seats; or1 space per 150 sf. of floor area	1 space
Campgrounds	1 space per camp site + 1 space per 20 camp sites	N/A
Indoor Commercial Amusement: Bowling Alley	5 spaces per lane	1 space
Indoor Commercial Amusement: Movie Theaters	1 space per 3 seats + 3 spaces per screen	1 space
Indoor Commercial Amusement: Skating Rinks	1 space per 100 sf. of rink surface	1 space
Indoor Commercial Amusement: Other	6 spaces per 1,000 sf.	1 space
Outdoor Commercial Amusement: Outdoor Arenas	1 space per 3 seats	1 space per 500 seats
Outdoor Commercial Amusement: Other	Per approved parking study	Per approved parking study
Indoor Recreation: Swimming Pool	1 space per 2 persons capacity	1 space
Indoor Recreation: Tennis, Racquetball; Handball	2 spaces + 1 space per court + 1 space per 5 courts	1 space
Indoor Recreation: Community Recreation Center	1 space per 400 sf.	1 space per 50,000 sf.
Indoor Recreation: Other	1 space per 400 sf.	1 space
Outdoor Recreation: Athletic Fields	Greater of: 1 space per 4 seats (spectator); or30 spaces per athletic field	N/A
Outdoor Recreation: Day Camp	1 space per 4 campers	N/A
Outdoor Recreation: Driving Range	3 spaces per 4 stations	N/A
Outdoor Recreation: Mini Golf	4 spaces per hole	N/A
Outdoor Recreation: Golf Course	4 spaces per hole	N/A
Outdoor Recreation: Playgrounds	12 spaces per acre	N/A
Outdoor Recreation: Swimming Pool	1 space per 250 sf. of pool	N/A

Table 17.02.100.7 Required Parking and Loading for Recreation and Amusement Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Outdoor Recreation: Tennis Courts	2 spaces per court + 1 space per 250 sf. of clubhouse or pro shop	N/A
Outdoor Recreation: Other Active Recreation	12 spaces per acre	N/A
Outdoor Recreation: Passive Recreation	2 spaces per acre	N/A

17.02.100.8 Required Parking and Loading for Industrial Uses

The parking requirements for industrial uses are set out in Table 17.02.100.8, Required Parking and Loading for Industrial Uses.

Table 17.02.100.8 Required Parking and Loading for Industrial Uses		
Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Disposal	5 spaces per 4 disposal vehicles	1 space per disposal vehicle
Extraction	Per approved parking study	Per approved parking study
Heavy Industry	Per approved parking study	Per approved parking study
Light Industry: Manufacturing, Processing, Assembly	1 space per 750 sf.	1 space per 20,000 sf.
Light Industry: Laboratories, Research and Development, Testing	1 space per 300 sf.	1 space per 20,000 sf.
Light Industry: Other	1 space per 500 sf.	1 space per 20,000 sf.
Recycling / Salvage	Per approved parking study	Per approved parking study
Utilities, Community	Per approved parking study	Per approved parking study
Utilities, Neighborhood	1 space (may be grass)	N/A
Warehousing and Transportation	1 space per 300 sf. of office + 1 space per 1,000 sf. of warehouse + 1 space per loading dock	Greater of:1 space per 20,000 sf.; or1 space per loading bay

17.02.100.9 Required Parking and Loading for Agricultural Uses

The parking requirements for agricultural uses are set out in Table 17.02.100.9, Required Parking and Loading for Agricultural Uses.

Table 17.02.100.9
Required Parking and Loading for Agricultural Uses

Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Agriculture or Forestry	2 spaces per dwelling unit used as a farm residence	N/A
Commercial Stables	1 space per 6 stalls	1 space per 24 stalls
Nursery or Greenhouse: Wholesale	3 spaces per 1,000 sf. of office or sales floor area + 10 spaces per acre of outdoor nursery area	2 spaces per 5 acres
Nursery or Greenhouse: Retail	1 space per 250 sf. of enclosed floor area + 15 spaces per acre of outdoor nursery area	3 spaces per 5 acres

17.02.100.10 Required Parking and Loading for Special Uses

The parking requirements for special uses are set out in Table 17.02.100.10, Required Parking and Loading for Special Uses.

Table 17.02.100.10
Required Parking and Loading for Special Uses

Use	Standard Development	
	Required Parking Spaces	Required Loading Spaces
Airports	Per approved parking study	Per approved parking study
Parking and Transit Facilities: Stand Alone Parking Lot	N/A	N/A
Parking and Transit Facilities: Transit Facility	Per approved parking study	Per approved parking study
Self-Storage Facilities	1 space per 20 storage units + 1 space per on-site caretaker residence	N/A
Wireless Telecommunications Facilities	1 per freestanding facility(may be grass)	N/A

3. 17.01.060.2 Fences and Walls

A. Height. No fence shall exceed the following heights:

1. Interior side and rear yards: Six feet.
2. Street side yards: Four feet.
3. Area between front building line and street: Three feet.
4. In side or rear yard abutting an arterial or collector, or if required by the Planning Commission as a condition of approval of a tentative map: Ten feet.

B. Setbacks.

1. Sidewalks: Six inches.
2. Streets: Generally: Five feet.
3. Intersection of street lot lines: 20 feet.
4. Alleys: Generally: Three feet.
5. Intersection of alley lot lines: 20 feet.
6. Orientation. The finished side of all fences shall face out toward adjacent public rights-of-way.
7. Materials. Materials shall be used consistent with the City's Design Review Manual.
    a. Chain link fences are permitted only in interior side yards and rear yards that are not also street yards.
    b. Scrap lumber, plywood, tree branches, tree trunks, sheet metal, plastic, or fiberglass sheets are prohibited.
    c. Barbed wire, spikes, nails, or other sharp point or instrument on top or sides of such fence are permitted in the A-R, BP; and IN districts only.
    d. Electrified fences are permitted in the A-R, BP, and IN districts only.
    e. Barbed wire fences are permitted in the A-R, BP, and IN districts only.
    f. Welded wire, agricultural fencing, and chicken wire fences are permitted in the AR district only.
    g. Vinyl coated slats are permitted on chain link fences if they are not located in the front, side street, or rear yards that are not also street yards.
    h. Wooden slats are prohibited on chain link fences.

C. Fence Required. Fences shall be installed at a minimum of six feet and a maximum of eight feet, that obscure the view of the operations and storage areas for the following uses:

1. Auto dismantling operations;
2. Auto wrecking yards;
3. Scrap metal yards;
4. Waste resource and waste recycling operations;
5. Salvage yards, storage yards;
6. Lumber yards;
7. Equipment storage yards;
8. Building material supply yards, and
9. Uses with similar outside storage.

4. 17.01.060.4 Solid Waste Collection and Recycling Access

A. New Development Projects Solid Waste Collection. Solid waste and recycling containment is an important design aspect of a project. Separated trash/recycling enclosures are typical installations for commercial, industrial, office, and institutional development projects. These standards apply to new projects and changes or modifications to existing improvements involving commercial, industrial, office, and institutional development projects.

B. Source Reduction / Recycling Plan Required. All new development, new occupancies requiring City approval, or physical expansions of buildings or uses where such development or use exceeds 10,000 square feet shall submit a Source Reduction / Recycling Plan for review and approval by the City. The plan shall incorporate provisions for recycling white paper, computer paper, glass, cans, cardboard, polystyrene, paper products, and other recoverable materials. The plan shall be implemented during operation of the facility.

C. Exceptions. Unless otherwise specified, or otherwise required by this Zoning Code, the Director may allow variations to these standards due to physical constraints to the property such as topography, lot configuration or design limitations, provided that public safety and convenience concerns have been met.

D. All Collection Areas. All sites described in this Subsection shall provide solid waste and recycling enclosures in a number and size so as to adequately contain the refuse generated by the development. Such design is based on anticipated demands for the particular development. The applicant shall consult the City's Contract Waste Management Company to determine expected solid waste / recycling generation characteristics. If no particular use is anticipated then trash and recycling provisions shall be over estimated. Restaurants sites shall provide additional space to allow adequate storage for grease containment and additional glass and aluminum material storage. Some storage areas may be provided within the building for storage of recyclable paper. A sufficient area shall be provided to enclose solid waste and recycling facilities.

E. Design and Location Criteria. Trash/Recycling containment facilities shall be designed and located consistent with the City's Design Review Manual.

5. Drive-Through Facilities:

All restaurants with drive-through facilities shall comply with the following standards:

1. Entries and/or exits to drive-through facilities shall be a minimum of one hundred feet from any intersection, or from another drive-through facility on the same side of the street, except within a shopping center. Shorter distances from road intersections may be approved if the Public Works Director determines that public safety and/or the efficiency of traffic circulation are not being compromised.
2. Drive-through stacking lanes shall be a minimum 100 feet from any lot zoned for residential use.
3. Sound attenuation walls, landscaping or other mitigation measures may be required by the Director as necessary to mitigate drive thru speaker and traffic noise on nearby residential uses.
4. Drive-through aisles shall have a minimum twelve-foot width on curves and a minimum eleven-foot width on straight sections.
5. Drive-aisles shall provide a minimum of one hundred and fifteen feet behind the menu board.
6. No drive-through aisles shall exit directly into a public right-of-way.
7. Aisles shall be integrated with the on-site circulation and shall merge with the driveway.
8. Drive-aisles shall be separated from landscaping areas by a six-inch high, poured in place, concrete curb or other suitable protective device meeting Director approval.
9. Landscaping shall screen drive-through aisles from the public right-of-way and shall be used to minimize the visual impacts of reader board signs and directional signs.

6. Mini Storage Warehouses:

All mini storage warehouses shall comply with the following standards:

1. Mini storage warehouses shall not be used for automotive repair, practice facilities for musical bands, living quarters for human habitation or the keeping of animal life (except the caretaker's / manager's residence), storage of hazardous materials, wood, metal or other working shops, for business or for hobby, office and other business activities (except the office for the facility and storage of personal belongings).
2. Storage units shall not have separate sewer, water or electrical services except for needed lighting purposes.

3. The facility, including the caretakers / managers residence, the storage units and the office shall be designed using roof and building materials and colors compatible with adjacent developments.
4. Setback the outdoor storage of materials a minimum of 20 feet from the property lines adjacent to residential land uses.
5. Storage building over one story shall be setback a minimum of 30 feet from the property lines.
6. To ensure security when personal storage facilities are adjacent to residential land uses the Chief of Police may require security measures, such as controlled access, alarms or video cameras.
7. All wall mounted lights shall be located on the building below the roofline of the storage facility and shall be directed downward. Freestanding lighting shall not exceed 16 feet in height, and shall be setback a minimum of 50 feet from the property line adjacent to the residential land uses.
8. Buildings shall be screened from public view by construction of a minimum six foot high masonry screen wall.
9. Storage facilities that face the public street shall be screened with a minimum ten foot wide landscape planter with shrubs (minimum five gallon size) and evergreen trees (minimum fifteen gallon size placed a minimum 20 feet on center) along the property line facing the street. Screening walls may be incorporated into this landscape buffer to create off-sets and visual interest.
10. Any roll up doors that may be visible to the public from surrounding streets, shall be screened with a solid masonry wall.

7. Gasoline Dispensing Islands

Gasoline Dispensing Islands and Service Station Canopies in the C-D District or on Site with Frontage along the Downtown Fringe Streets.

1. Gasoline dispensing islands and service station canopies shall be permitted as accessory structures for light automobile service uses on sites zoned C-D or on sites with frontage along the downtown fringe streets if the Director finds that:
    a. Canopies use a similar architectural style, materials, and roofing as the principal building.
    b. Canopies are not used as an extension of signage beyond that which is allowed in the City of Williams sign regulations.
    c. The colors of the corporate logo (except white or black) are not painted on the canopy or trim outside of the area allowed for signage.
    d. The trim of the canopy is not internally or externally illuminated.
    e. Gasoline dispensing islands and service station canopies are set back 15 feet from front lot or corner side yard lot lines.

8. Car Washes in the C-D District or on Sites with Frontage along the Downtown fringe Streets. Car washes are permitted as accessory structures for light automobile service uses if the Director finds that:

1. The car wash, except for an area for manually drying and polishing vehicles, is located entirely within a building;
2. Access to the car wash is provided by doors that open on demand by customers or employees;
3. The car wash building is designed with a similar architectural style, materials, and roofing as the principal building; and
4. Outside areas for manually drying and polishing cars have sufficient capacity and do not interfere with on-site circulation

III. Other Development Standards for Residential and Non-Residential Development:

1-Open Space/Landscaping
2-Bufferyards
3-Water Efficient Landscaping Standards
4-Irrigation
5-Light and Glare

1. 17.02.120.4 Open Space Landscaping

B. Generally. Open space landscaping shall be installed on designated open space tracts. Open space tracts include all areas that are set aside pursuant to the required open space ratio, or otherwise designated as commonly owned open space even if not required by this Zoning Code.

C. Exceptions.

1. General Exceptions. The area to which open space landscaping requirements applies does not include any open spaces that are in the following categories:
    a. Areas that are not dedicated as open space tracts or under common ownership by a property owners' association.
    b. Areas within required bufferyards, even if commonly owned, that meet the requirements of Subsection 17.02.120.7, Bufferyards.
    c. Areas used as, and that are located within 15 feet of, ball fields, playing courts, and similar play areas (including bleachers or seating areas for spectators), which are designed to be free of trees and landscaping. However, where the perimeter of such an active recreation area is within 30 feet of one or more residential lots, the perimeter shall be planted with a Type C Bufferyard. See Subsection 17.02.120.7, Bufferyards.

d. Parking areas for recreation facilities in the open space that meet the requirements of Subsection 17.02.120.5, Parking Lot Landscaping.

e. Waterbodies and wet detention basins.

f. Wooded areas that are designated as open space tracts. For the purposes of identification, the boundaries of the wooded areas follow the exterior canopy line.

2. Limited Exceptions. The area within wetlands dedicated as open space is not required to be landscaped. However, invasive exotic species (if present) shall be removed and replaced with native wetland species unless the City finds that the cost of removal and replacement is unreasonably excessive in relation to the cost of the proposed development. Landscaping installed near wetlands shall be composed of species that are tolerant of a high water table.

D. Planting Requirements. Plant and tree installation shall be conducted consistent with the City's Design Review Manual.

17.02.120.5 Parking Lot Landscaping

A. Generally. Parking lot landscaping is required within and around parking lots that contain more than five parking spaces and shall be designed consistent with the City's Design Review Manual.

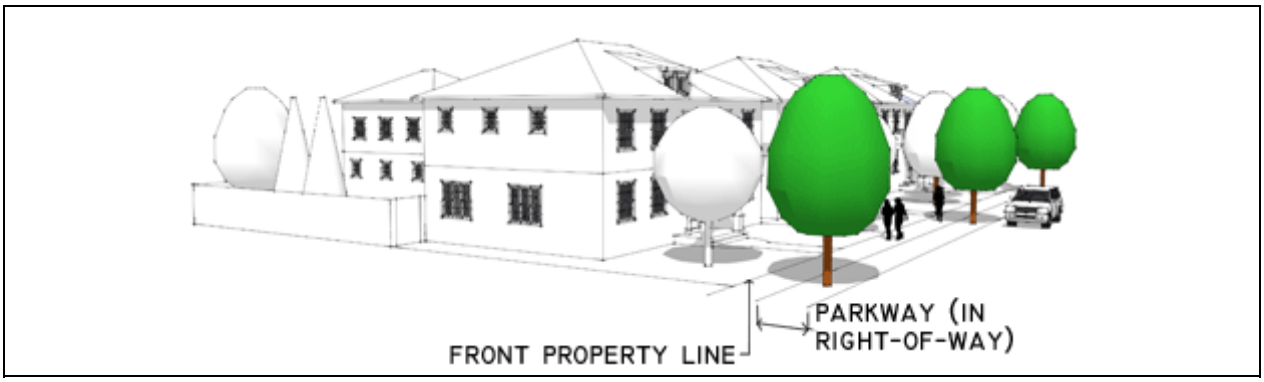
B. Clearance for Trees. There shall be a minimum of four feet open ground clearance around all trees to allow proper tree adaptability..

C. Exemptions. Farmsteads, farmworker housing, single-family dwellings, two-family dwellings, and emergency shelters are not required to provide parking lot landscaping.

17.02.120.6 Street Trees

A. Generally. Street trees are trees that are planted within the street right-of-way, either in green strips between private property and the traveled portion of a roadway, tree grates in sidewalks, or medians. Street trees are required along both sides of all new streets in all zoning districts other than the C-D district.

Figure 17.02.120.6 **Street Trees**
Street trees are shown in color



B. Types and Species of Street Trees.

1. All street trees shall be canopy trees that are suitable for installation in the space within the right-of-way or within a tree grate, as applicable. Refer to the City's Design Review Manual for recommended street tree selections.

2. Understory trees may be substituted for canopy trees, provided that:

   a. 1.6 understory trees are provided for each canopy tree that would otherwise be required, and spacing between trees is proportionately reduced; and

   b. The understory trees are used in areas where buildings are close to the roadway, such that the installation of canopy trees would create a likely conflict between the street trees and the nearby buildings.

3. The trees planted in a landscaped median shall be of a different species from those planted in the rights-of-way. If the parkways are planted with canopy trees, then medians may be planted with understory trees instead of canopy trees.

C. Location.

1. No street trees shall be planted under or within five lateral feet of any underground water line, sewer line, transmission line or other utility.

2. If street trees are to be located within a utility easement, the applicant shall notify the easement holder, who shall have authority to approve the location of the trees.

D. Spacing.

1. Minimum Spacing. No trees may be planted closer than 25 feet together, except that special plantings may be clustered if the cluster does not negatively affect the continuing health of the clustered trees, and the cluster is approved in the landscape plan of the plat or land development.

2. Maximum Spacing. Street trees shall be spaced not more than 60 feet on center for trees with large canopies (e.g., live oaks), or 40 feet on center for trees with smaller canopies. If the parkway or median is more than 16 feet in width and does

not contain open ditch drainage, then canopy trees shall be installed in two rows, with trees staggered, each row spaced not more than 60 feet on-center.

E. Maintenance. Street trees required by this Zoning Code shall be maintained by a developer, lot owner, tenant, property owners' association or other entity having a legal interest in the ownership of the subdivision or lots in the subdivision. The entity that is in charge of the maintenance shall be indicated on the landscape plan, and documentation (e.g., covenants, conditions, and restrictions) shall be provided to the City that shows the legal obligation of the entity to perform the maintenance.

F. Replacement. If the City or a utility provider must remove street trees to access utilities for repair or maintenance, then the developer or property owners' association, if the project is built out, shall pay the cost of removal and shall replace the trees within 30 days of the completion of the work unless the City Public Works Director determines that replacement would put utilities at material risk.

2. 17.02.120.7 Bufferyards

A. Bufferyards are classified from less opaque ("Class A") to more opaque ("Class E"). The width and composition of bufferyards shall be as set out in Table 17.02.120.7A Bufferyard Classifications. Example plans and profiles for each bufferyard type are illustrated in Figure 17.02.120.7, Bufferyard Examples.

Table 17.02.120.7A
Bufferyard Classifications

Type	Width	Required Plantings per 100 Linear Feet				Berm or Opaque Wall or Fence
		Canopy Trees	Understory Trees	Evergreen Trees	Shrubs	
Type A	5 ft.	1	1	1	10	-
Type B	10 ft.	2	2	2	20	-
Type C	25 ft.	3	3	3	30	3 foot high berm, wall, or fence
Type D	40 ft.	3	3	3	30	6 foot high berm, wall, or fence
Type E	50 ft.	4	4	4	40	6 foot high berm, wall, or fence

Table Notes:
Tree and plant selections and design lay out for bufferyards shall be consistent with the City's Landscape Standards provided in the Design Review Manual.

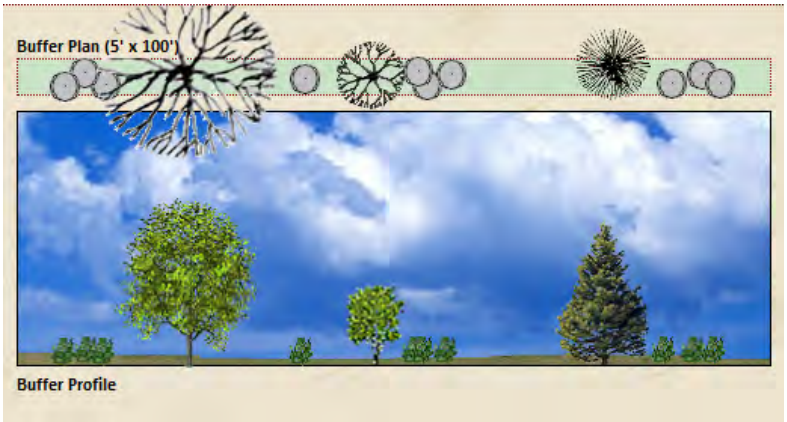
B. Reduction of Width. The width of a bufferyard may be reduced if the requirements of this Subsection would result in an area of bufferyards that occupies more than 20 percent of the parcel proposed for development, the bufferyard width may be reduced to a width that results in a maximum bufferyard area of no more than 20% of the development.

C. Minimum Width. No part of a required bufferyard shall be reduced to a width of less than three feet.

D. Bufferyard Standards. Table 17.02.120.7B District Boundary Bufferyard Standards sets out the classification of bufferyard that is required between zoning districts that are not separated by a public street. The table is a matrix in which all districts are shown. Rows show the zoning of the parcel proposed for development, and columns show the zoning of the adjoining land. Two letters are shown for each condition (for example, A and C). The bufferyard required for the proposed use is listed first. The letter listed second is the buffer that is required on the adjoining property. A "-" means that no bufferyard is required.

Figure 17.02.120.7
Bufferyard Examples

Type A. Width: 5 feet



Type B. Width: 10 feet

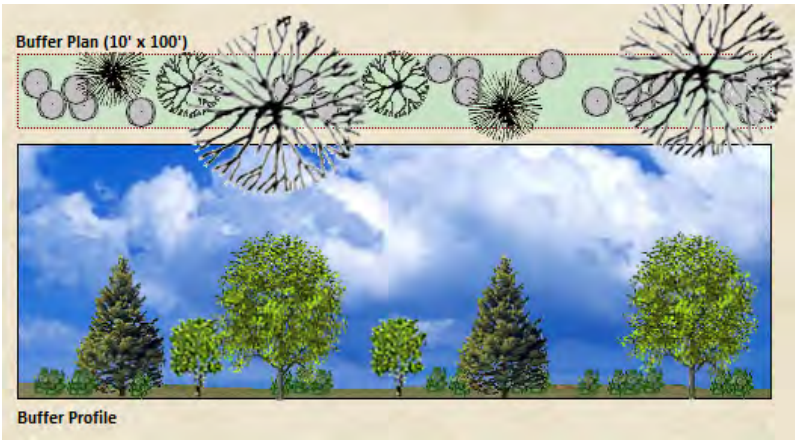
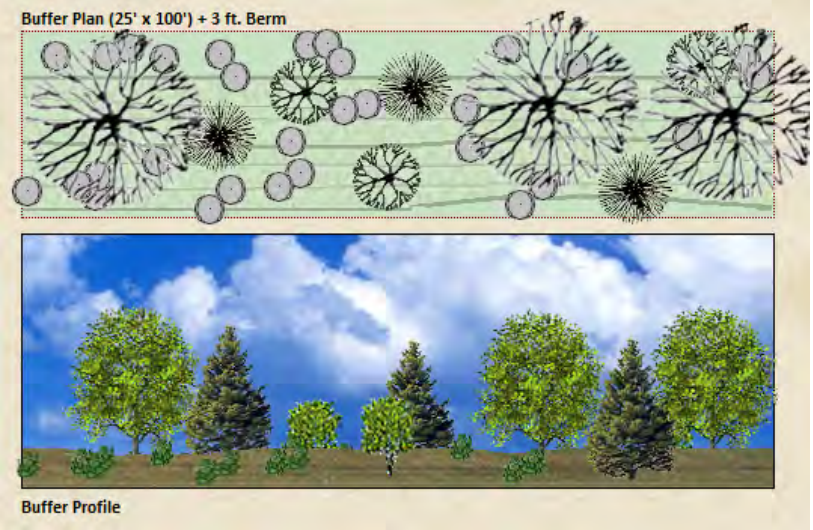


Figure 17.02.120.7
Bufferyard Examples

Type C. Width: 25 feet with berm



Type D. Width: 40 feet with wall

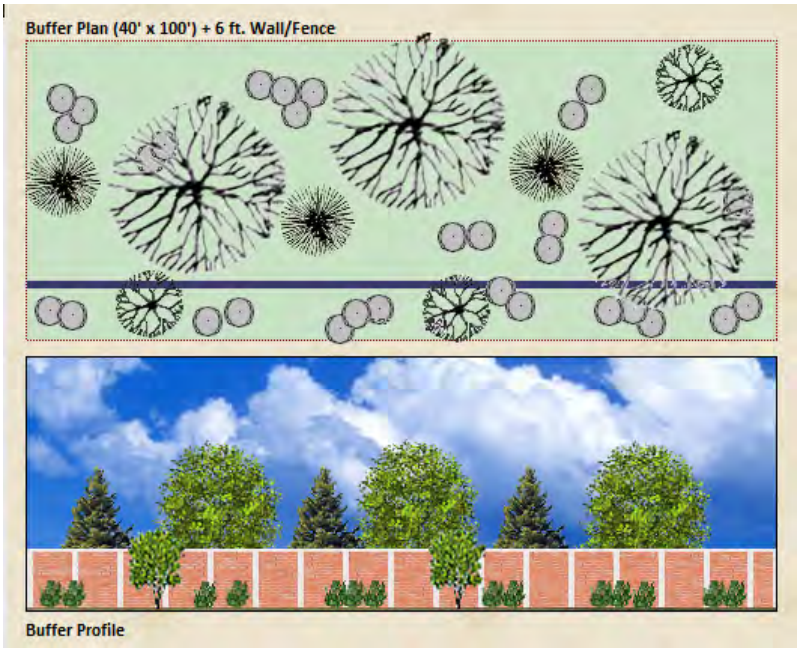


Table 17.02.120.7B District Boundary Bufferyard Standards										
Zoning of Proposed Development	Adjoining District									
	AR	R-E	R-S	R-U / R-U HD	NC	C-S	C	C-D	BP	IN
AR	- / -	- / B	- / B	- / C	A / -	- / B	- / -	- / -	- / -	- / B
R-E	B / -	- / -	/ B	A / B	A / -	- / C	A / C	A / D	A / C	A / E
R-S	B / -	A / A	- / -	A / B	A / -	A / A	A / C	A / C	A / C	A / **D**
R-U	C / -	B / A	B / A	- / -	B / -	A / A	A / B	A / A	A / B	A / C
NC	- / A	- / A	- / A	- / B	- / -	- / C	- / C	- / C	- / B	- / **E**
C-S	B / -	B / A	B / A	B / A	C / -	-/-	- / -	- / A	A / A	A / C
C	- / -	C / A	C / A	B / A	C / -	C / -	- / -	- / -	A / A	- / B
C-D	- / -	D / A	C / A	A / A	C / -	C / -	- / -	- / -	- / A	- / B
BP	- / -	E / A	D / A	C / A	E / -	A / A	B / A	A / -	- / -	A / B
IN	B / -	E / A	D / A	C / A	E / -	C / A	B / -	B / -	B / A	A / A

E. Existing Adjacent Development without Bufferyards. Where the adjoining property is already developed and does not have the required bufferyard, the proposed development shall provide a bufferyard of the next most opaque classification than the more opaque of the two bufferyards required (e.g., if the requirement is C / A, and the adjoining property is already developed and does not have a bufferyard, then the developer must install a Type D bufferyard).

F. Buffering Existing Residential Development. The City may require an increase in the level of opacity of a bufferyard (e.g., from Type A to Type B) between new residential development and existing residential development, if:

1. The lot widths of the new development are less than 80 percent of the lot widths of the nearest lots of the existing development;

2. The building height of the new development is more than eight feet taller than the building height of the existing development; or

3. The housing types that are located on the lots that abut existing development are different from the housing types of the existing development (e.g., new townhome lots abutting existing single family detached lots).

G. Existing Trees, Fences, and Walls. Existing trees, fences, and walls may be counted towards bufferyard requirements, provided that the trees are in good health and are not invasive species, and the fences or walls are in good repair.

H. Existing Landscaping Credit. Credit shall be given for existing trees according to the standards of Subsection 17.02.120.8 Canopy Tree Preservation Credit.

I. Bufferyards for Roads and Railroads. The bufferyard standards in Table 17.02.120.7C Bufferyard Requirements for Roads and Railroads, address the type of bufferyard that is required along minor or major arterial, minor or major collector, local streets, or railroads.

Table 17.02.120.7C
Bufferyard Requirements for Roads and Railroads

Zoning of Proposed Development	Adjoining Road or Railroad			
	Arterial	Collector	Local	Railroad
AR	-[1]	-[1]	-[1]	-[1]
R-S	C[2]	B[2]	-	D
R-U	C	B[3]	-	**D**
NC	B	-	-	C
C-S	A	A	-	B
C	-	-	-	A
C-D	-	-	-	A
BP	B	A	A	A
IN	B	B	A	-[3]

TABLE NOTES:
[1]For agricultural use only, no buffer is required. However, residential subdivisions shall follow the requirements for the Estate Residential district.
[2]Single-family cluster, conservation subdivisions, and preservation subdivisions shall provide a Type D bufferyard along major and minor arterials and a Type C bufferyard along major and minor collectors.
[3]Not required along minor collectors within traditional neighborhood developments.
[4]Generally, no buffer is required. However, where there is unbuffered residential on the other side of the railroad right-of-way, a Type B buffer is required.

3. 17.02.120.9 New and Existing Landscaping and Water Efficient Landscape Standards

A. Landscaping after the Effective Date. Landscaping that is installed in order to meet the requirements of this Zoning Code shall meet the requirements of the California State Mandated Water Efficient Landscape Regulations; the applicable standards of this Chapter, including Section 17.02.120.11, Water Efficiency Landscape Standards; shall be consistent with the City's Design Review Manual; and shall comply with additional requirements prior to issuance of the certificate of occupancy as follows:

1. Substitutions. Trees may be substituted for shrubs, perennials, or ornamental grasses in areas where there is sufficient room for the healthy growth and stability of the tree. Substitution of trees for shrubs, perennials, or ornamental grasses shall be at a rate of one understory or evergreen tree equals four shrubs, perennials, or ornamental grasses.

2. Ground Cover. Ground surfaces shall be mulched, sodded, or planted with a permitted ground cover.

3. Landscaping Planting List. Trees, shrubs, and groundcovers shall be chosen from the Planting List in the City's Design Review Manual.

4. Size and Quality Requirements.

    a. All plant materials shall be in healthy conditiony,and grown in a separate container or balled and burlapped in accordance with the most current edition of the American Standard for Nursery Stock;

    b. Canopy trees shall be at least 2.5 inches caliper;

    c. Street trees that are planted in parkways shall be at least 2 inches caliper;

    d. Understory trees shall be at least 1.5 inches caliper;

    e. Evergreens shall be six feet tall at the time of planting;

    f. Shrubs shall be of sufficient container size to reach the heights required by this Zoning Code within two years of installation; and

    g. Trees shall be properly staked.

5. Irrigation Required. All landscaping installed pursuant to this Section shall be irrigated, with the following exceptions:

    a. Areas of a site with existing, well-established stands of trees are not required to be included in the irrigation system;

    b. Individual single family lots; and

    c. Any other exceptions provided under this Section regarding Water Efficient Landscaping.

6. Slopes. Turf is not permitted on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape.

7. Invasive Species. Invasive plant species shall not be installed.

B. Landscaping Installed Pursuant to Zoning Code. Landscaping that is installed in order to meet the requirements of this Section shall meet the following requirements while the site is occupied:

1. Maintenance.

    a. All plantings shall be maintained in healthy condition.

    b. Landscaping that has attained the required height to achieve required screening or buffering shall be maintained at a minimum at the required height.

    c. Street trees required by this Zoning Code shall be maintained by a developer, lot owner, tenant, property owners' association or other entity having a legal interest in the ownership of the subdivision or lots in the

subdivision. The entity that is in charge of the maintenance shall be indicated on the landscape plan, and documentation (e.g., covenants, conditions, and restrictions) shall be provided to the City that shows the legal obligation of the entity to perform the maintenance.

d. Trees located in common areas shall be maintained pursuant to Section 17.03.140.3, Maintenance of Open Space.

2. Replacement.

a. If the City or a utility provider must remove trees to access utilities for repair or maintenance, then the developer or property owners' association shall pay the cost of removal and shall replace the trees within 30 days of the completion of the work unless the City Public Works Director determines that replacement would put utilities at material risk.

b. Landscape plantings that are in deteriorated condition, as determined by the Director, shall be replaced within 30 days of removal.

C. Landscaping Installed Pursuant to Previous Codes. Alterations to landscaping that is legally nonconforming shall only occur pursuant to, and in compliance with, a landscape plan and all associated studies and plans as required in this Zoning Code.

4. 17.02.120.10 Irrigation Systems

An irrigation system that is required or proposed after the effective date of Ordinance No. _____ _____ shall comply with the following standards:

A. Compliance with Approved Plans. Installation of the irrigation system shall be in compliance with the approved plans and specifications as identified by the manufacturer.

B. Water Budget Calculations. Water budget calculations shall meet the standards of Section 17.02.120.11, Water Efficiency Landscape Standards.

17.02.120.11 Water Efficiency Landscape Standards

A. Landscaping / Hardscape.

1. Hydrozones.

a. Each hydrozone shall have plant materials with similar water use, with the exception of hydrozones with plants of mixed water use, as specified in b. below.

b. Individual hydrozones that mix high and low water use plants shall not be permitted, however, individual hydrozones that mix plants of moderate and low water use, or moderate and high water use, may be allowed if:

i. Plant factor calculation is based on the proportions of the respective plant water uses and their plant factor; or

ii. The plant factor of the higher water using plant is used for calculations.

2. Water Features.

a. Recirculating water systems shall be used for water features.

b. Where available, recycled water shall be used as a source for decorative water features.

c. Surface area of a water feature shall be included in the high water use hydrozone area of the water budget calculation.

3. Mulch and Amendments.

a. A minimum two inch (2″) layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.

b. Stabilizing mulching products shall be used on slopes.

c. The mulching portion of the seed/mulch slurry in hydro-seeded applications shall meet the mulching requirement.

d. Soil amendments shall be incorporated according to recommendations of the soil report.

B. Irrigation Systems.

1. General Standards.

a. The plant factor used shall be from WUCOLS.

b. The plant factor shall range:

i. From 0 to 0.3 for low water use plants;

ii. From 0.4 to 0.6 for moderate water use plants; and

iii. From 0.7 to 1.0 for high water use plants.

c. All water features shall be included in the high water use hydrozone.

d. Temporarily irrigated areas shall be included in the low water use hydrozone.

e. All special landscape areas shall be identified and their water use calculated.

f. ETAF for special landscape areas shall not exceed 1.0.

2. System Design. All systems shall be designed to comply with the following:

a. Include automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data for scheduling;

b. Be calibrated so that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance;

c. Include pressure-regulating devices such as inline pressure regulators, booster pumps, or other devices if the static pressure is above or below the required dynamic pressure of the irrigation system;

d. Static water pressure, dynamic or operating pressure and flow reading of the water supply will be measured at the point of connection;

e. Include sensors (rain, freeze, wind, etc.), either integral or auxiliary, that suspend or alter irrigation operation during unfavorable weather conditions, as appropriate for local climatic conditions;

f. Include manual shut-off valves (such as a gate valve, ball valve, or butterfly valve);

g. Include backflow prevention devices that meet City of Williams backflow prevention requirements, as specified in the City's plumbing code

h. Prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures;

i. Meet, at a minimum, the irrigation efficiency criteria as described in this Section regarding the Maximum Applied Water Allowance;

j. Mulched planting areas use low volume irrigation;

k. Sprinkler heads and other emission devices have matched precipitation rates, unless otherwise directed by the manufacturer's recommendations;

l. Sprinkler spacing achieves the highest possible distribution uniformity using the manufacturer's recommendations;

m. Swing joints or other riser-protection components are located on all risers subject to damage that are adjacent to high traffic areas;

n. Check valves or anti-drain valves are provided;

o. Narrow or irregularly shaped areas, including turf, less than eight feet in width in any direction are irrigated with subsurface irrigation or low volume irrigation system;

p. Overhead irrigation is not located within 24 inches of any non-permeable surface. Allowable irrigation within the setback from non-permeable surfaces may include drip, drip line, or other low flow non-spray technology. The setback area may be planted or unplanted. The surfacing of the setback may be mulch, gravel, or other porous material. These restrictions may be modified if:

i. The landscape area is adjacent to permeable surfacing and no runoff occurs;

ii. The adjacent non-permeable surfaces are designed and constructed to drain entirely to landscaping; or

iii. The irrigation designer specifies an alternative design or technology;

q. Slopes greater than 25% are not be irrigated with an irrigation system with a precipitation rate exceeding 0.75 inches per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, and clearly demonstrates no runoff or erosion will occur.

r. Hydrozones.

i. Each valve shall irrigate a hydrozone with similar site, slope, sun exposure, soil conditions, and plant materials with similar water use;

ii. Sprinkler heads and other emission devices shall be selected based on what is appropriate for the plant type within that hydrozone; and

iii. Trees shall be placed on separate valves from shrubs, groundcovers, and turf.

C. Evapotranspiration. The values as shown in Table 17.02.120.11 , Evapotranspiration, shall be used to calculate evapotranspiration.

Table 17.02.120.11
Evapotranspiration (ETo)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ETo
1.2	1.7	2.9	4.5	6.1	7.2	8.5	7.3	5.3	3.4	1.6	1.0	**50.8**

5. 17.03.150.3 Light and Glare

A. Generally. The maximum permitted illumination and the maximum permitted luminaire height shall conform to this Subsection.

B. Application. This Subsection applies to all new lighting fixtures of the types that are listed in this Subsection. The City may require the modification, removal, or limited operation of any existing lighting fixtures found to be a public hazard or public nuisance according to the criteria of this Section.

C. Design Review. All new exterior light fixtures in projects subject to Design Review shall be consistent with the Design Review Manual.

D. Free-Standing Fixtures. Free-standing light fixtures shall comply with the requirements of Table 17.03.150.3A, Free-Standing Fixture Requirements.

Table 17.03.150.3A
Free-Standing Fixture Requirements

Fixture Type	Description	Maximum Height	Luminaire Design (cut-off or no-cut-off)	Other Requirements
1. Athletic Field Lighting	Pole-mounted lighting for recreational uses such as ball diamonds, playing fields, driving ranges, and tennis courts	80 ft. for fields, ranges, and diamonds; 30 ft. for courts	Cut-off luminaires only	If the lighting is within 300 feet of a residential district, lights shall be turned off by 10:00 PM
2. Parking Lot Lighting	Luminaires mounted on poles	25 ft.	Cut-off luminaires only	-
3. Pedestrian Lighting	Luminaires mounted on poles, or bollards with incorporated light fixtures	15 ft.	Generally, cut-off luminaires are required. No-cut-off luminaires are allowed for ornamental post lighting fixtures in the C-D district	-
4. Uplights	Ground-mounted flood lights or lights recessed into sidewalks	2 ft.	Cut-off luminaires only	Generally, allowed for illumination of signs and flags only. May also be used to illuminate tree canopies or sidewalks in the C-D district.

D. Wall-Mounted Lighting. Wall-mounted lighting fixtures shall comply with the requirements of Table 17.03.150.3B, Wall-Mounted Fixture Requirements.

Table 17.03.150.3B
Wall-Mounted Fixture Requirements

Fixture Type	Description	District	Design (cut-off or no-cut-off)	Other Requirements
1. Awning	Lights over awnings (e.g., gooseneck lamps)	C-S C C-D	Cut-off luminaires only	Shall not be internally lit
2. Decorative Sconce	Sconces on building walls	Any district	No-cut-off luminaires are allowed if installed not more than 15 feet above	-

Table 17.03.150.3B Wall-Mounted Fixture Requirements				
Fixture Type	**Description**	**District**	**Design (cut-off or no-cut-off)**	**Other Requirements**
			ground level. Fixtures that are installed more than 15 feet above ground level shall be cut-off luminaires	
3. Canopy Luminaire	Lights under service canopies (e.g., at light automobile service stations)	C-S C C-D	Cut-off luminaires only (see below for special requirements)	All luminaires shall be recessed into the underside of the canopy so that no point source of light can be viewed from off-site from a height of four feet (to protect automobile drivers from glare).
4. Security	Building-mounted floodlights that face away from the building	-	Generally, cut-off luminaires are required. No-cut off luminaires (e.g., motion-sensor floodlights) are allowed on residential buildings, provided that they are set back at least 20 feet from lot lines and angled so that they do not shine into windows of buildings on abutting lots.	Security lighting shall not be used as a substitute for parking lot lighting. In the CS, C, C-D, BP, and IN districts, the need for building mounted security lighting shall be demonstrated.

E. Maximum Illumination. All exterior lighting fixtures (free-standing or attached) shall comply with the following requirements.

1. Outdoor lighting shall be deflected, shaded and focused away from adjacent properties and shall not be a nuisance to such adjacent properties. Where no-cut-off fixtures are allowed, areas where such fixtures are not allowed shall be protected in one or more of the following ways:

    a. The no-cut-off fixtures shall be set back a distance of two times the height of the fixture from the areas where such fixtures are not allowed; or

    b. Intervening buildings or landscaping shall buffer the view to the no-cut-off fixture from the areas where such fixtures are not allowed.

2. Outdoor lighting shall be designed so that any overspill of lighting onto adjacent properties shall not exceed three-tenths foot-candle, measured vertically, and three-tenths foot-candle, measured horizontally, on adjacent properties.

3. The ground-level luminance ratio (the ratio between the luminance of the brightest point on the property and the darkest point on the property) shall not exceed 12 to one as measured in foot candles.

F. Hazards. Criteria for finding illumination to be a public hazard are as follows:

1. Light trespass or glare which is sufficiently intense or contrasts excessively with surrounding illumination, regardless of the intensity of the surrounding illumination, in a manner to cause impairment of visual performance or to distract from or impair the safe operation of a vehicle.

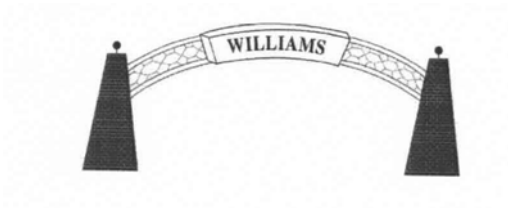
2. Light trespass or glare that impairs a person's visual performance or ability to avoid obstacles in their path.

G. Nuisance. Criteria for finding illumination to be a public nuisance are as follows:

1. Light trespass or glare that deprives an owner or occupant of usual and reasonable use and enjoyment of their property.

2. A high frequency and/or duration of periods when light trespass or glare is sufficient to interrupt or interfere with usual and reasonable use and enjoyment of a property.

3. Light trespass or glare that causes visual discomfort or impairment of visual performance in a manner that deprives any person from the usual and reasonable enjoyment of the public streets and properties of the City.



Section II
Off Street Parking
Development Standards

Introduction: Improvements on private properties for off-street parking, including parking lot access driveways, driveway ramps, parking stalls and aisles, including pavement, drainage, landscaping, screen fencing and private roads, erosion control and exterior lighting shall conform to these standards and all requirements. These standards apply to new projects and changes or modifications to existing improvements. These standards do not apply to public street improvements; however, they do include certain encroachments into the public right-of-way. These standards also don't apply to single family or duplex residential development.

a. Exceptions to Standards

The standards presented in this document are minimum city requirements. Unless otherwise specified, or otherwise required by the Zoning Ordinance, the Director of Planning may allow variations to these standards due to physical constraints to the property such as topography, lot configuration or design limitations, provided that public safety and convenience concerns have been met.

II. PARKING LOT STANDARDS:

a. Private Parking Lot Permits

For private parking lots having five (5) or more parking spaces which are not a part of a larger project or for temporary parking lots, a building and/or grading permit shall first be secured from the City Planning Department prior to constructing or modifying an existing parking lot.

b. Plans

Plans for the parking lot shall conform to these city standards and shall show design for grading, paving, striping, signing, curbing, lighting, landscaping and trash/recycling enclosures.

c. Pavement

Parking lots and driveways within and to parking lots shall be paved with not less than 2 inches of asphaltic concrete or 3-1/2 inches Portland cement concrete over 6" Class II aggregate base. Base material shall be compacted to a minimum of 90 percent. Compaction test reports shall be submitted to the Building Department for verification of proper compaction. All motorcycle spaces within parking lots shall be concrete pads.

d. Maneuvering

Parking lots shall be designed so that automobiles will exit onto a public street in a forward direction and exit any parking space with no more than two maneuvers. A maneuver is defined as each motion in either a forward or backward direction. Unless approved by the Director of Planning, no space may be allowed that requires a vehicle to be maneuvered on the public sidewalk in order to exit. All spaces must be designed to be entered in one maneuver.

i. Geometrics

1. Parking Dimensions and Driveways: The minimum dimensions for off-street parking are illustrated by Figures 50 and 51 and Table 1 below:

Figure 50
Parking Dimensions:

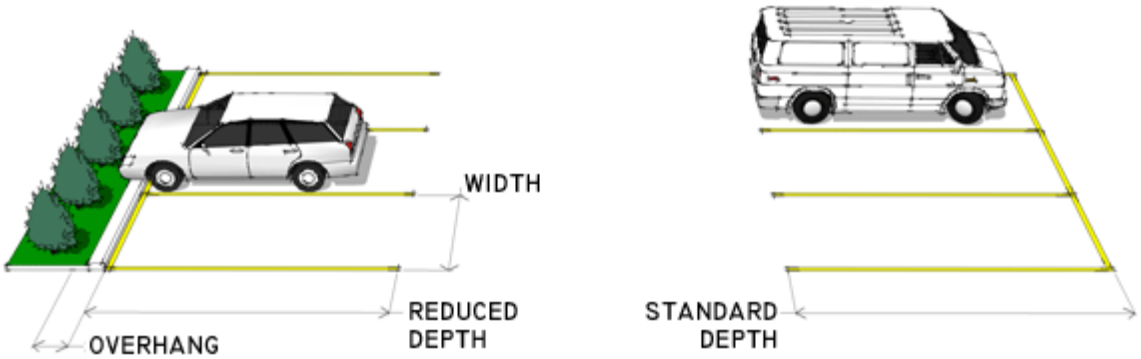


Figure 51
Parking Geometrics

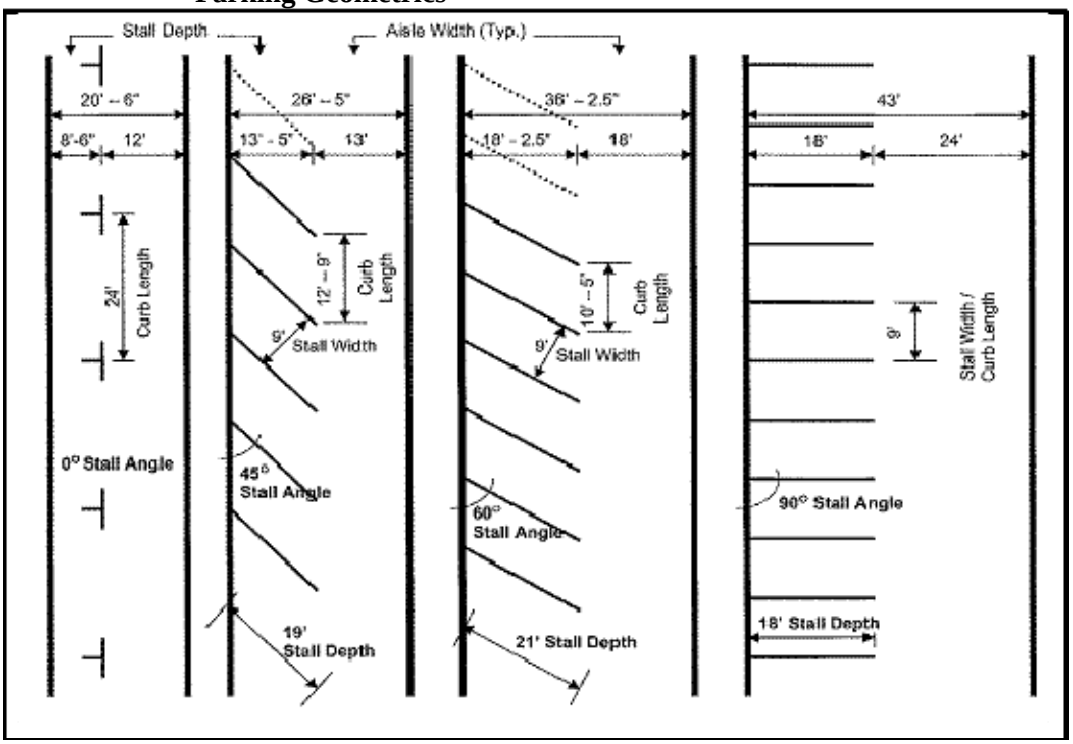


TABLE 1. PARKING SPACE AND DRIVE AISLE DIMENSIONS

Angle of Parking	Minimum Dimensions		
	Parking Space Depth	Parking Space Width	Aisle Width (1)
0 degrees (e.g. tandem or parallel parking)	24 ft	8.6 ft (2)	12 ft
30 to 45 degrees	19 ft	9 ft (2)	13 ft
46 to 60 degrees	21 ft	9 ft (2)	18 ft
61 to 90 degrees	18 ft	9 ft (2)	24 ft

Notes:

(1) After consulting the City Engineer, the Director of Planning may require greater aisle widths where slopes or other obstructions are encountered.

(2) Each parking space that is adjoined on either side of its longer dimension by a fence, wall, partition, column, post, or similar obstruction, and the obstruction is located less than 14 feet from the access aisle measured along the length of the stall, shall have its minimum width increased by at least 10 inches on the side of the obstruction.

ii. **Compact Parking:**

Up to 40% of the parking spaces may be compact. Compact parking spaces should be dispersed throughout the parking lot and not clustered in any particular location. Compact spaces shall be a minimum of eight (8) feet by seventeen (17) feet. Aisle width shall be per the requirements of Table 1 Compact car parking spaces shall be clearly identified by signing or other marking as approved by the Director of Planning.

iii. Slope:

Parking spaces shall slope no more than 7% in any direction and no less than 0.5% in the direction of drainage. A maximum of 12% slope in aisle and turn-around areas may be allowed. Swales of less than 1% slope shall be concrete.

iv. Spaces Which Back Onto Street:

Parking spaces shall not back directly onto the public street except as specifically approved by the Director of Planning (at the recommendation of the City Engineer). Such spaces shall be set back a minimum of five feet from the property line.

e. Drain of Surface Waters

Parking and driveway facilities shall be prepared, graded and paved in such a manner that all surface waters will drain into a street gutter or storm drainage facility. No more than 700 square feet of paved area may sheet drain across a driveway. Drainage across a public sidewalk is prohibited.

f. Parking for Disabled

All parking spaces reserved for the disabled shall be constructed and signed in accordance with applicable state and federal laws.

g. Motorcycle and Bicycle Parking Standards:

Motorcycle and bicycle parking may be provided in addition to other off-street parking. All motorcycle spaces shall have a minimum dimension of eight feet in depth and five feet in width on a cement slab. All bicycle racks may include security lockers to the approval of the City Planner.

h. Covered Parking Height:

Except for residential uses, public accessible parking shall have a vertical clearance of at least 7-feet 6-inches above the parking lot surface.

i. Truck Access:

Parking lots for commercial and industrial uses shall be designed to provide adequate access and circulation movement for trucks, including delivery vehicles. This may require wider driveways and aisles than the minimum width specified in these standards.

j. Signing

Entrances and exits that are one-way shall be marked with an appropriate sign and pavement marking. Disabled and compact car spaces shall be signed with pavement marking or markings on curbing in accordance with applicable codes and laws. .

k. Landscaping

i. Street Buffer: All parking lots adjacent to public rights-of-way shall incorporate a minimum six foot (6') wide landscaped planter with trees.

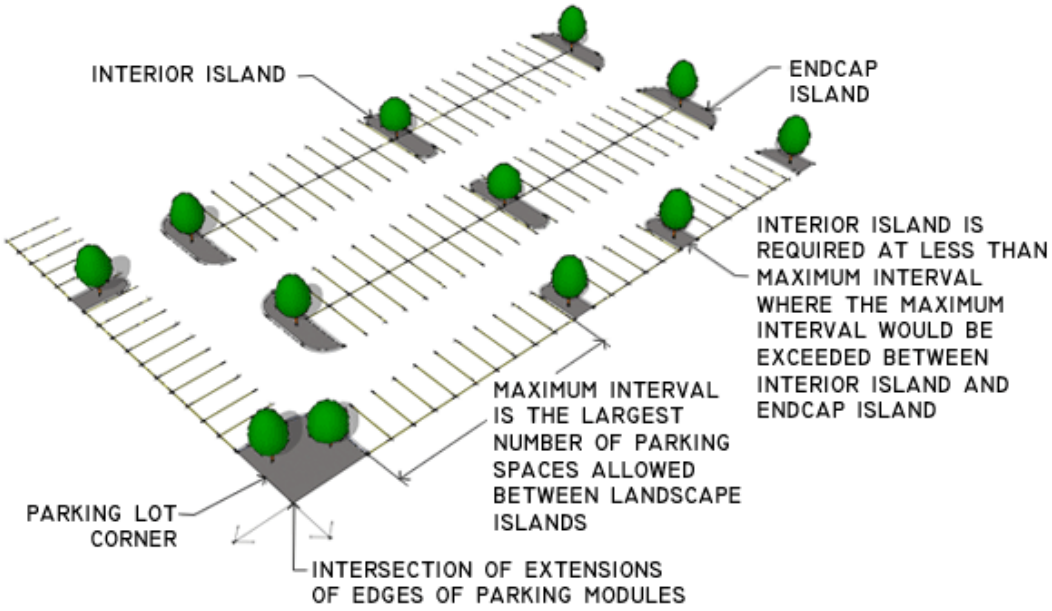
ii. Parking Lot Landscape Areas. Landscaping is required in all of the following areas:

At the ends of parking aisles, planted in endcap islands that are not less than 10 feet wide and 40 feet long, with 10 foot curb radii on the side that faces outward from the parking aisle.

In the middle of parking rows, planted in interior islands that are not less than 10 feet wide and 40 feet long, with 5 foot curb radii at both ends, at intervals.

At the corners of parking lots, planted in corner islands, which are the area defined by the extension of the edges of intersecting parking modules. See *Figure 52*, Illustrative Parking Lot Landscape Areas.

Figure 52 Illustrative Parking Lot Landscape Areas



iii. **Interval Landscaping.** Parking lot landscape islands shall be provided at the maximum intervals described in Table , *Maximum Interval Between Landscape Islands* (*see* Figure 53 *Illustrative Parking Lot Landscape Areas*, for illustration of maximum interval), and planted as follows:

Each interior and endcap island shall be planted with a minimum of:

One canopy tree or two understory trees; and

Ground cover, which may be either:

Sod; or

Shrubs, ornamental grasses, or perennials that are planted at intervals of not less than 3 feet in a bed of mulch.

Each parking lot corner shall be planted with two canopy trees or three understory trees, unless such plantings would interfere with sight distances that are required for safe ingress to and egress from the parking lot.

Table 53 Maximum Interval Between Landscape Islands					
Zone District					**Maximum Interval Between Landscape Islands**
C-S	**C[1]**	**AR**	**BP**	**IN**	10 spaces
C	**R-E**	**R-S**	**R-U**	**NC**	8 spaces

Table notes:
[1] On sites where frontage is not along the downtown fringe streets[2] On sites where frontage is along the downtown fringe streets.

Zone Districts:
AR Zone: Agricultural Rural
BP Zone: Business Park
C Zone: Commercial
C-S Zone: Suburban Commercial
IN Zone: Industrial
NC Zone: Neighborhood Conservation
R-E Zone: Estate Residential
R-S Zone: Suburban Residential
R-U Zone: Rural Residential

Decorative pavers or stamped, dyed concrete may be used as an alternative to the required groundcover provided that the color is integrally mixed into the materials. Decorative pavers or stamped, dyed concrete may be used as an alternative to the required groundcover provided that the color is integrally mixed into the materials. Such islands shall provide for adequate room to maintain the health and growth of the trees.

Each parking lot island shall have soil contiguous with the natural ground and shall not be filled with concrete, asphalt, or other impervious materials.

Alternative Maximum Interval. The maximum interval may be modified as follows:

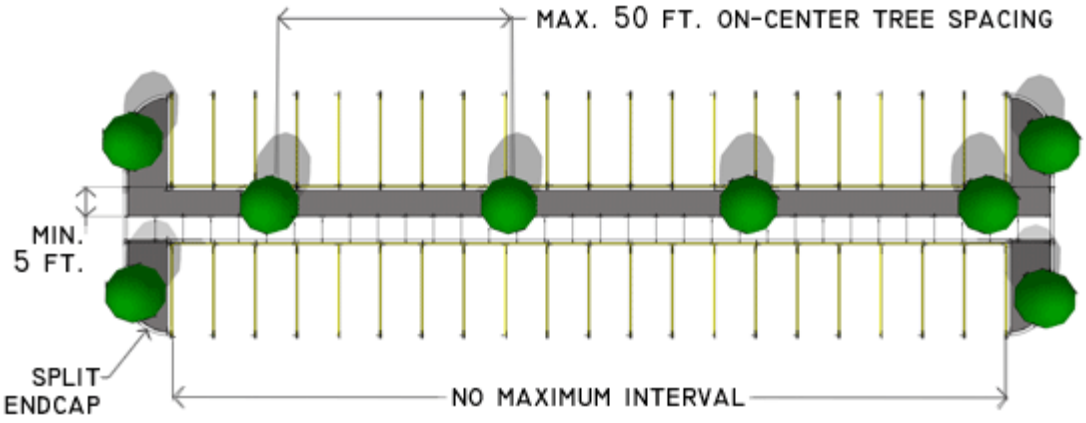
The maximum interval may be increased up to 75 percent to accommodate landscape islands that preserve existing trees in place, provided that:

The trees are healthy, non-invasive, and at least five years old; and

The landscape island is large enough to maintain the health of the tree.

The maximum interval may be waived where parking modules are separated by a landscape strip, provided that at least five feet of the width of the strip is landscaped (other areas may be curb or sidewalk) with trees that are appropriate for street tree use, planted at intervals of not less than 50 feet on center. Endcap islands that are divided by landscape strips shall be planted with two canopy trees or four understory trees. See Figure 54, *Illustrative Landscape Strip Between Modules*.

Figure 54
Illustrative Landscape Strip Between Modules



Use of Islands for Stormwater Treatment. Wherever possible, landscape islands shall be designed to incorporate storm water runoff best management practices ("BMPs"), by incorporating vegetated swales, bio-infiltration, porous materials, and other types of water quality measures. These areas may be required to exceed the minimum areas required by subsection C., above, in order to meet fully function.

iv **Perimeter Landscaping.** A planter or landscaped area at least five feet wide shall be provided adjacent to all public street rights-of-way, excluding approved driveway entrances. In addition, any area within the street right-of-way, between the edge of the sidewalk and the outer edge of the right-of-way, shall be developed as a planter or landscaped area in conjunction with the required five-foot area above.

v. **End Row Islands.** There shall be a raised, planted island of a minimum of 162 square feet and a minimum length of 18' marking the end of each row of a single row of parking, and of a minimum of 324 square feet and a minimum length of 36 feet marking the end of each row of double parking. Each end island shall be surrounded by a minimum of a 6" curb.

vi. **Landscape Installation.** Landscape, planting and irrigation design shall be installed in accordance with Section III of this Appendix and in compliance with Sections 17.02.120.9 of the Zoning Code regarding Water Efficiency Landscape Standards.

n. Illumination.

Any lights provided to illuminate any off-street parking area shall be arranged so as to reflect the light away from any street or premises upon which a dwelling unit is located. Light standards shall incorporate shielding and/or lenses designed to direct light rays to minimize light bleed onto adjoining properties or the public right-of-way. Refer to Section 17.03.150.3 of the Zoning Code (See Pages 59 through 61 of this document).

o. Motorcycle and bicycle parking spaces:

1. Motorcycle spaces shall have a minimum dimension of eight feet in depth and five feet in width on a cement slab.
2. Bicycle racks may include security lockers.

p. Wheel Stops: Due to tripping hazards, the use of wheel stops within parking areas is discouraged and should only be used only when necessary.

q. Temporary Parking Lots: Parking lots which will be used for six months or less may be developed with approval of a Parking Permit issued by the Director of Planning in accordance Chapter 2-a of this Section. Such temporary parking lots need not provide landscaping as would otherwise be required, but they shall meet all other design standards (parking space dimensions, aisle widths and so on). Temporary lots shall have an all-weather, dust-free surface as required by the City Engineer.

r. Bufferyards: In accordance with Section 17.02.120.7 of the Zoning Code incorporate bufferyards into parking lot design (See Pages 47 through 53 of this document).

Section III
Landscaping Standards

Introduction: Improvements on private properties for new development and/or off-street parking, including, including pavement, drainage, landscaping, screen fencing and private roads, erosion control and exterior lighting shall conform to these standards and be consistent with these guidelines. These standards and guidelines shall apply to new projects and changes or modifications to existing improvements. These standards and guidelines do not apply to to single family or duplex residential development.

Exceptions to Standards

The standards presented in this document are minimum city requirements. Unless otherwise specified, or otherwise required by the Zoning Ordinance, the Director of Planning may allow variations to these standards due to physical constraints to the property such as topography, lot configuration or design limitations, provided that public safety and convenience concerns have been met.

I. PLANT LIST

Table 1 is a partial list of plants that have been proven to grow well in the Williams Colusa area. These plants have demonstrated adaptability in the local climate of cold winters and warm, dry summers. Other tree and plant selections will be considered if demonstrated adaptable for Zone 9 in the Sunset Western Garden Book. Table 1 includes the botanical and common plant names and columns that describe if the selections are drought tolerant/low water use, deciduous or evergreen, are native to California and are suitable for street tree planting. For trees, the first column includes a description as to whether the selections are a canopy tree (suitable for parking lot or significant shading) or an understory tree (suitable for planting as accent). A street tree is defined as a tree that is planted or growing within or over a public right of way.

Table 1
Planting List

BOTANICAL NAME/Common Name	**Drought tolerant/low water use**	**Deciduous (D) Evergreen (E)**	**Street Tree**	**California native**
Trees: Canopy/overstory (c) Understory (u)				
AESCULUS CALIFORNICA California Buckey (u)	YES	D	NO	YES
ACER BUEGERANUM Trident Maple (c)	NO	D	YES	NO
ACER FREEMANTI Autumn Blaze Maple (c)	NO	E	YES	NO
ACER RUBRUM Red Maple (c)	NO	D	YES	NO
BETULA NIGRA River Birch (u)	NO	D	YES	NO
BETULA PENDULA Western White Birch (u)	NO	D	NO	NO
CALOCEDRUS DECURRENS Incense Cedar (c)	YES	E	NO	YES
CARPINUS BETULAS European Honbeam (c)	NO	D	YES	NO
CEDRUS DEODORA Deodar Cedar (c)	YES	E	NO	NO
CASUARINA EQUISITIFOLIA Horsetail Tree (c)	NO	D	NO	NO
CELTUS OCCIDENTALIS European Hackberry (c)	NO	D	YES	NO
CERCIS CANADENSIS TEXENSIS Redbud “Oklahoma” (u)	NO	D	YES	NO
CERCIS OCCIDENTALIS Western Redbud (u)	YES	D	NO	YES
CORNUS FLORIDA Flowering Dogwood (u)	NO	D	NO	NO
CORNUS NUTTALLII Pacific Dogwood (u)	NO	D	NO	YES
CUPRESSUS SEMPERVIRENS Italian Cypress (u)	YES	E	NO	NO
FAGUS SYLVATICA “Purple Beech” or “Green Beech”	NO	D	YES	NO
FRAXINUS PENNSYLVAANIA Urbanite Ash (c)	NO	D	YES	NO
GINKGO BILOBA Ginkgo (Fruitless) “Autumn Gold”, Saratoga” or “Fairmount” (u)	NO	D	YES	NO
GLENDITSIA TRIACANTHOS Honey Locust “Shade Master” or Sunburst” (u)	NO	D	YES	NO
GYMNOCADUS DIOICUS Kentucky Coffee Tree (u)	NO	D	YES	NO
HETEROMELES ARBUTFOLIA Toyon (u)	YES	E	YES	YES

BOTANICAL NAME/Common Name	Drought tolerant/low water use	Deciduous (D) Evergreen (E)	Street Tree	California native
KOELREUTERIA PANICULATA Chinese Flame Tree (u)	NO	D	NO	NO
LAGERSTROEMIA INDICA Crape Myrtle (u)	YES	D	NO*	NO
LARIS NOBILIS Sweet Bay-Grecian Laurel (c)	NO	D	NO	NO
MAGNOLIA GRANDIFLORA Southern Magnolia (c)	NO	E	YES	NO
MALUS SPECIES Crabapple (u)	NO	D	NO	NO
NYSSA SYLVATICA Tupelo Tree (u)	NO	D	YES	NO
PINUS CANARIENSIS Canary Island Pine (c)	YES	E	NO	NO
PINUS NIGRA Austrian Pine (c)	YES	E	NO	NO
PINUS PONDEROSA Ponderosa Pine (c)	YES	E	NO	YES
PINUS PINEA Italian Stone Pine (c)	NO	E	YES	NO
PISTACIA CHINENSIS Chinese Pistache Tree (c)	YES	D	YES	NO
PLATANUS ACERIFOLIA Sycamore Tree (c)	YES	D	NO	NO
PRUNUS CERASIFERA Purple Leaf Plum (u)	NO	D	NO	NO
PRUNUS SUBHIRTELLA PENDULA Weeping Cherry (u)	NO	E	NO	NO
PYRUS CALLERYANA 'ARISTOCRAT' Aristocrat Pear (c)	NO	D	NO	NO
QUECUS AGRIFOLIA Coast Live Oak (u)	YES	E	YES	YES
QUERCUS COCCINEA Scarlet Oak (c)	NO	D	YES	NO
QUERCUS ILEX Holly Oak (u)	YES	E	YES	YES
QUERCUS LOBATA Valley or White Oak (c)	YES	E	YES	YES
QUERCUS MUCHLENBERGU Chinkapin Oak (u)	YES	E	YES	NO
QUECUS PALUSTRIS Pin Oak (u)	NO	E	YES	NO
QUERCUS PHELLOS Willow Oak (u)	NO	E	YES	NO
QUERCUS ROBUR English Oak (u)	YES	E	YES	NO
QUERCUS PHELLOS Willow Oak (u)	YES	E	YES	NO

BOTANICAL NAME/Common Name	**Drought tolerant/low water use**	**Deciduous (D) Evergreen (E)**	**Street Tree**	**California native**
QUERCUS RUBRA Red Oak (c)	NO	E	YES	NO
QUERCUS SHUMARDII Shumardi Oak (c)	NO	E	YES	NO
QUERCUS SUBER Cork Oak (c)	YES	D	YES	NO
RHUS LANCIA African Sumac (u)	YES	D	NO	NO
SEQUOIA SEMPERVIRENS Abtos Blue (c)	NO	E	NO	YES
TAXODIUM DISTICUM Bald Cypress (u)	NO	D	YES	NO
TILIA CORDATA Little Leaf Linden (c)	NO	D	NO	NO
ULMUS Elm “Homestead”, Prospector”, “Frontier” or “New Horizon” (c)	NO	D	YES	NO
ZELKOVA SERRATA Village Green Zelkova (u)	NO	D	YES	NO

SHRUBS:	**Drought tolerant/low water use**	**Deciduous (D) Evergreen (E)**	**California native**
ABELIA GRANDIFLORA Abelia	NO	E	NO
ARBUTUS UNEDO Strawberry Tree	YES	E	NO
ARCTOSTAPHYLOS DENSIFLORA 'H.McMINN' McMinn Manzanita	YES	NO	YES
AZALEA EXBURY Exbury Azalea	NO	YES	NO
AZALEA KURUME Kurume Azalea	NO	NO	NO
BACCHARIS PILULARIS Coyote Bush	YES	NO	YES
BERBERIS THUNBERGIANA Japanese Barberry	NO	YES	NO
CAMELLIA JAPONICA Camellia	NO	NO	NO
CAMELLIA SASANQUA Sasanqua Camellia	NO	NO	NO
CEANOTHUS "JULIA PHELPS" Julia Phelps Mountain Lilac	YES	NO	YES
CHOISYA TERNATA Mexican Orange	NO	NO	NO

SHRUBS:	**Drought tolerant/low water use**	**Deciduous (D) Evergreen (E)**	**California native**
CISTUS PURPUREUS Orchid Rockrose	YES	NO	NO
CORNUS STOLONIFERA Redtwig Dogwood	NO	YES	YES
COTONEASTER SALICIFOLIUS 'REPENS' Dwarf Willowleaf Cotoneaster	YES	NO	NO
ELEAGNUS PUNGENS Silverberry	YES	NO	NO
ESCALLONIA FRADESII Escallonia	YES	NO	NO
GREVILLEA NOELLII Hummingbird Bush	YES	NO	NO
HETEROMELES ARBUTIFOLIA Toyon	YES	NO	YES
MAGNOLIA STELLATA Star Magnolia	NO	YES	NO
MAHONIA AQUIFOLIUM Oregon Grape	YES	NO	YES
NANDINA DOMESTICA Heavenly Bamboo	NO	NO	NO
PHOTINIA FRASERI Photinia	YES	NO	NO
PINUS MUGO MUGO Mugho Pine	YES	NO	NO
PRUNUS LAUROCERASUS English Laurel	NO	NO	NO
RHODDENDRON SPECIES Rhodedendron	NO	NO	NO
RHUS TYPHINA Staghorn Sumac	NO	YES	NO
RIBES SPECIOSUM Fucia-fowered Gooseberry	YES	YES	YES
ROSA CALIFORNICA California Wild Rose	YES	YES	YES
SARCOCOCCA RUSCIFOLIA Fragrant Sarcococca	NO	NO	NO
VIBURNUM DAVIDII David's Viburnum	NO	NO	NO
VIBURNUM TINUS Laurustinus	NO	NO	NO
VIBURNUM TRILOBUM Cranberry Bush	NO	YES	NO
WOODWARDIA FIMBRIATA Chain Fern	NO	NO	YES

GROUNDCOVERS/VINES/ PERENNIALS:	**Drought tolerant/low water use**	**Deciduous**	**California native**
AJUGA REPTANS Carpet Bugle	NO	NO	YES
ARCTOSTAPHYLOS UVA-URSI Bearberry Manzanita	YES	YES	YES
BACCHARIS PILULRIS PILULARIS Dwarf Coyote Bush	YES	YES	YES
CLEMATIS ARMANDII Evergreen Clematisc	NO	NO	YES
COTONEASTER LOWFAST Lowfast Cotoneaster	YES	YES	NO
HEMROCALLIS SPECIES Daylily	NO	NO	NO
HEUCHERA SANGUINEA Coral Bells	NO	NO	YES
HYPERICUM CALYCINUM Creeping St. Johnswort	YES	NO	YES
IBERIS SEMPERVIRENS Evergreen Candytuft	NO	NO	YES
JUNIPERUS SPECIES Juniper	YES	YES	YES
LAVENDULA OFFICINIALIS English Lavender	YES	NO	YES
LIROPE MUSCARI Lily Turf	NO	NO	YES
LONICERA JAPONICA Honey Suckle	YES	NO	YES
MAHONIA REPENS Creeping Oregon Grape	YES	NO	YES
PARTHENOCISSUS QUINQUEFOLIA Virginia Creeper	NO	NO	NO
PARTHENOCISSUS TRICUSPIDATA Boston Ivy	NO	NO	NO
PHLOX SUBULATA Moss Pink	NO	NO	YES
ROSMARINUS OFFICINALIS Rosemary	YES	NO	YES
TRACHELOSPERMUM ASIATICUM Asian Jasmine	NO	NO	YES
WISTERIA SINENSIS Chinese Wisteria	NO	NO	NO
TURF:			
Hybrid Blended Dwarf Fescue varieties	NA	NA	NA

* Crape Myrtles may be used on narrow streets where accent is important and shading is not practical.

II. PLANTING DESIGN GUIDELINES

a. Mixture of Evergreen, Deciduous and Native California Plants: A mix of evergreen, deciduous and particularly, native California plant species should be evenly dispersed throughout the plan.

b. Concentration of Maple Trees: Due to their maintenance and brittleness minimize the use of Maple Trees as street trees with a maximum of 30% allowed to be planted on any particular site plan.

c. Oak Trees: The use of oak trees, particularly those native to California, is emphasized. Keep all oak trees away from water intensive plants and design drainage plan so that oak trees are not susceptible to any standing water within their driplines.

d. Soil Testing: Due to the variety of soils in Williams, soil testing should be conducted at various locations of the project site that will be planted. Add amendments to the soil as required to bring the soil up to proper ph levels to assure healthy plant growth.

e. Utility Lines: Be sure to plant lower growing trees and plants underneath utility lines to minimize hazards and maintenance issues.

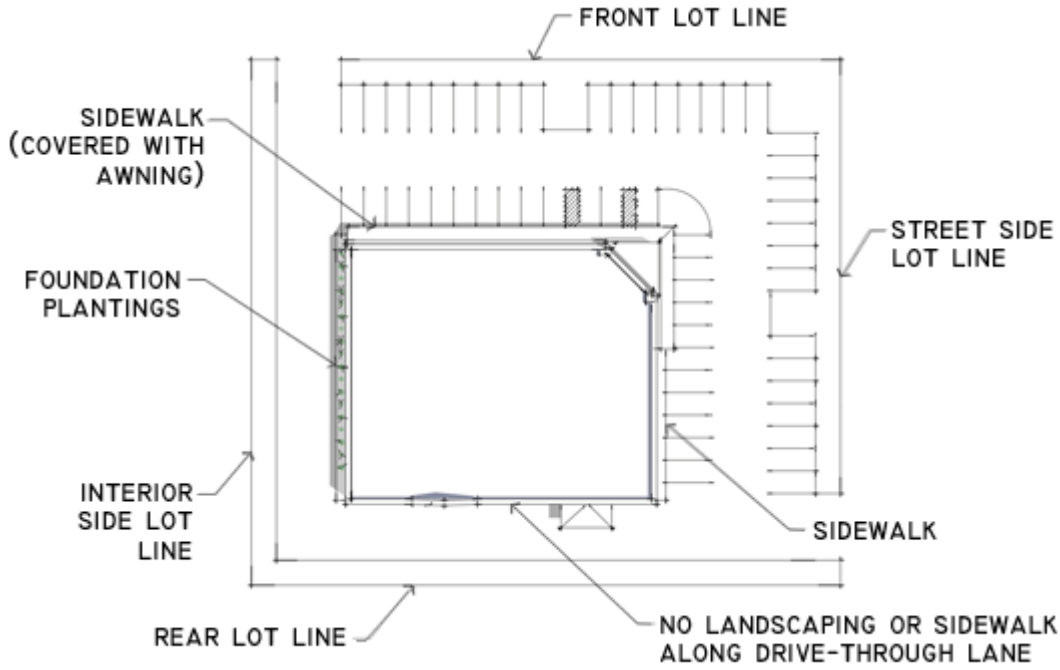
f. Low Water Use/Drought Tolerant Trees and Plants: In accordance with the State of California Water Conservation in Landscaping Act of 2006 (AB 1881), use as much low water use/drought tolerant trees and plants as possible to reduce potential water use. Design irrigation systems so separate lines that irrigate low water use plants from more water intensive plants. Please refer to Section IV of this Appendix.

g. Planting Coverage: Multifamily and nonresidential development shall be surrounded by planting areas and/or sidewalks with a minimum width as set out in Table 2, Building Landscaping Requirements. Planting areas count towards the landscape surface ratio. Sidewalks do not.

Awnings and Roof Overhangs. Awnings and roof overhangs may extend into building landscaping or hardscaping areas.

h. Location. The planting areas and / or sidewalks are not required in areas that are designed for direct vehicular access to the building, such as loading bays, service bays, and drive-through lanes on the side of the building with the service window, but shall be installed between parking spaces and the building. See Figure 1, Illustrative Building Landscaping and Hardscaping.

Figure 1
Illustrative Building Landscaping and Hardscaping



i. Required Planting. Planting areas around buildings shall be landscaped with shrubs, planted at intervals of not more than five feet. In the alternative, such plantings may be clustered, if equal or greater numbers of plants are used.

j. Tree Planting Requirements: Tree Planting is required as described in Table 2, Lot Planting Requirements.

Table 2
Building Planting Requirements

Minimum Radius Around Building		
Facade (Front or Side)	**Interior Side**	**Rear**
6 ft. (may be any combination of sidewalk or planting area)	5 ft. (may be sidewalk or planting areas)	3 ft. (may be concrete or planting areas)
At least 5 ft. wide planting area between building and parking lot (a sidewalk may be located on either side of the planting area)[1]	At least 5 ft. wide planting area from building foundation[1]	
TABLE NOTE:[1] Where planting areas are required, they may be crossed with sidewalks to provide		

Table 2 Building Planting Requirements		
Minimum Radius Around Building		
Facade (Front or Side)	**Interior Side**	**Rear**
access to the building.		

k. Residential Lot Ground Cover/Sod Area Planting Requirements*:* Residential lots that are not covered by buildings, driveways, swimming pools, or other hard surfaces shall be sodded or planted with permitted groundcovers in accordance with Table 3, Lot Planting Requirements, unless they are covered by woodlands, crops, or feedstock.

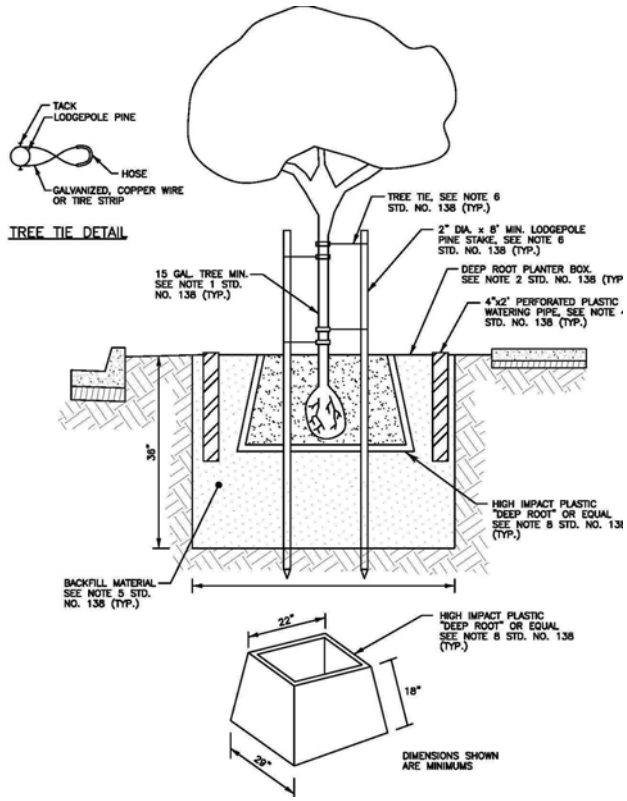
Table 2 Lot Planting Requirements		
Lot Width		
50 feet or less	**More than 50 feet, Less than 80 feet**	**More than 80 feet**
1 canopy tree per 2 lots	2 canopy trees	2 canopy trees, at least one must be in front yard

Note: Substitution of Understory Trees for Canopy Trees. Understory trees may be substituted for canopy trees if the dimensions of the lot are such that the canopy trees would not have room to grow to a full canopy without conflicting with buildings or each other. For the purposes of this substitution, one canopy tree equals two understory trees.

III. PLANTING STANDARDS

The following are the City's standards and guidelines for planting trees and shrubs.

Tree Planting Standards are taken from the City's Public Works Design Standards, Drawing 137 and 138:



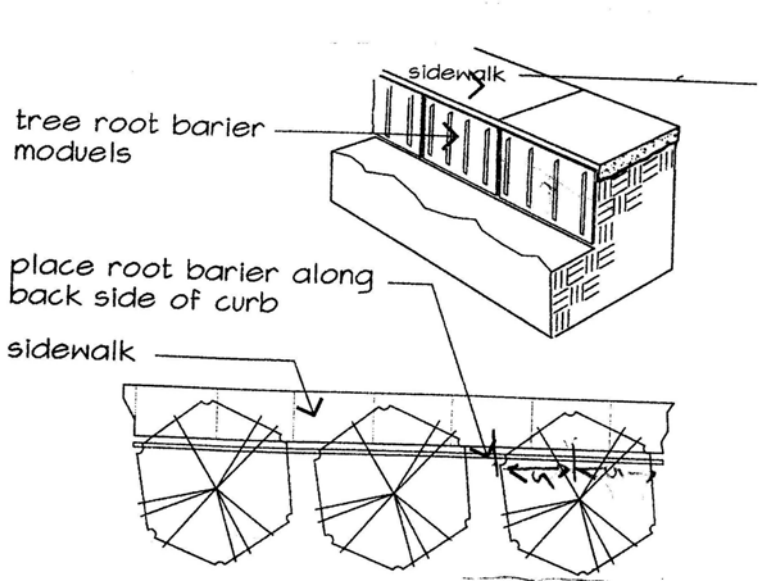
GENERAL NOTES:

1. TREES SHALL BE A SIZE NOT LESS THAN 8 FT. IN HEIGHT NOR LESS THAN 1 INCH CALIPER. A TREE MAY BE REJECTED IF IT IS NOT OF A SHAPE OR CONDITION ACCEPTABLE TO THE CITY OF WILLIAMS.
2. THE TREE SHALL BE PLANTED IN DEEP ROOT PLANTER BOX. THE PLANTER BOX MUST BE A MINIMUM OF 22 INCHES AT THE TOP, 29 INCHES AT THE BOTTOM AND 18 INCHES DEEP.
3. THE TREE SHALL BE PLANTED IN A HOLE 40 INCHES SQUARE BY 36 INCHES DEEP.
4. INSTALL TWO 24" DEEP WATERING PERFORATED PLASTIC PIPES AS SHOWN. FILL PIPES WITH 3/4 INCH CLEAN DRAIN ROCK.
5. TREES SHALL BE PLANTED IN A MIXTURE OF 1/2 NATIVE SOIL AND 1/2 LEAF MOLD OR REDWOOD MULCH.
6. TREES SHALL BE STAKED WITH TWO 2 INCH BY 8 FT. MINIMUM LODGE POLE PINE STAKES OR EQUAL. STAKES SHALL BE COATED WITH GREEN PRESERVATIVE STAIN. TREES SHALL BE TIED WITH "GRO STRAIT" TREE TIES, OR SIMILAR.
7. TREES SHALL BE PLANTED A MINIMUM OF 20 FT. APART TO A MAXIMUM OF 50 FT. APART DEPENDING ON THE TYPE OF THE TREE. TREES SHALL BE PLANTED A MINIMUM OF 20 FT. FROM CURB RETURNS, 15 FT. FROM STREET LIGHTS AND 6 FT. FROM DRIVEWAYS, SEWER LATERALS AND WATER SERVICES OR AS OTHERWISE APPROVED BY THE CITY OF WILLIAMS.
8. DEEP ROOT PLANTER SHALL BE FABRICATED FROM A HIGH DENSITY AND HIGH IMIPACT PLASTIC SUCH AS POLYVINYL CHLORIDE, ABS OR POLYETHYLENE AND HAVE A MINIMUM THICKNESS OF 0.06 INCH. THE PLASTIC SHALL HAVE 1/2 INCH HIGH RAISED VERTICAL RIBS ON THE INNER SURFACE SPACED NOT MORE THAN SIX (6) INCHES APART.

Figure 54: Tree Planting Design

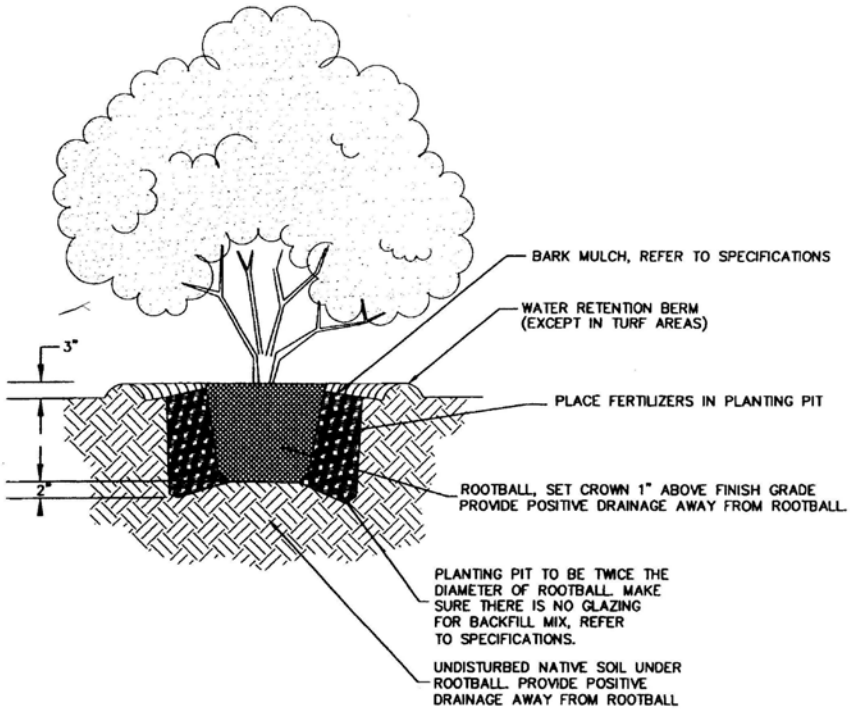
9. Tree root barriers shall be installed along sidewalks, parking lots and curbing where the tree drip line encroaches in accordance with Figure 2, Tree Barrier Standard (Added Standard in Design Review Manual):

Figure 56: Tree Root Barrier Standard



10. Shrubs shall be planted in accordance with Figure 3 below (Added Standard in Design Review Manual):

Figure 57: Shrub Planting Standard



IV. IRRIGATION DESIGN

In accordance with the State of California Water Conservation in Landscaping Act of 2006 (AB 1881), please refer to Section 17.02.120.11 of the Williams Zoning Code regarding Water Efficiency Landscape Standards. The following are related excerpts from the Code:

17.02.120.11 Water Efficiency Landscape Standards

A. **Landscaping / Hardscape.**

1. *Hydrozones.*

a. Each hydrozone shall have plant materials with similar water use, with the exception of hydrozones with plants of mixed water use.

b. Individual hydrozones that mix high and low water use plants shall not be permitted, however, individual hydrozones that mix plants of moderate and low water use, or moderate and high water use, may be allowed if:

i. Plant factor calculation is based on the proportions of the respective plant water uses and their plant factor; or

ii. The plant factor of the higher water using plant is used for calculations.

iii.

2. *Water Features.*

    a. Recirculating water systems shall be used for water features.

    b. Where available, recycled water shall be used as a source for decorative water features.

    c. Surface area of a water feature shall be included in the high water use hydrozone area of the water budget calculation.

3. *Mulch and Amendments.*

    a. A minimum two inch (2″) layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.

    b. Stabilizing mulching products shall be used on slopes.

    c. The mulching portion of the seed/mulch slurry in hydro-seeded applications shall meet the mulching requirement.

    d. Soil amendments shall be incorporated according to recommendations of the soil report.

B. **Irrigation Systems.**

1. *General Standards.*

    a. The plant factor used shall be from WUCOLS.

    b. The plant factor shall range:

        i. From 0 to 0.3 for low water use plants;

        ii. From 0.4 to 0.6 for moderate water use plants; and

        iii. From 0.7 to 1.0 for high water use plants.

    c. All water features shall be included in the high water use hydrozone.

    d. Temporarily irrigated areas shall be included in the low water use hydrozone.

    e. All special landscape areas shall be identified and their water use calculated.

    f. ETAF for special landscape areas shall not exceed 1.0.

2. *System Design.* All systems shall be designed to comply with the following:

    a. Include automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data for scheduling;

    b. Be calibrated so that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance;

    c. Include pressure-regulating devices such as inline pressure regulators, booster pumps, or other devices if the static pressure is above or below the required dynamic pressure of the irrigation system;

    d. Static water pressure, dynamic or operating pressure and flow reading of the water supply will be measured at the point of connection;

e. Include sensors (rain, freeze, wind, etc.), either integral or auxiliary, that suspend or alter irrigation operation during unfavorable weather conditions, as appropriate for local climatic conditions;

f. Include manual shut-off valves (such as a gate valve, ball valve, or butterfly valve);

g. Include backflow prevention devices that meet City of Williams backflow prevention requirements;

h. Prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures;

i. Meet, at a minimum, the irrigation efficiency criteria as described in this Section regarding the Maximum Applied Water Allowance;

j. Mulched planting areas use low volume irrigation;

k. Sprinkler heads and other emission devices have matched precipitation rates, unless otherwise directed by the manufacturer's recommendations;

l. Sprinkler spacing achieves the highest possible distribution uniformity using the manufacturer's recommendations;

m. Swing joints or other riser-protection components are located on all risers subject to damage that are adjacent to high traffic areas;

n. Check valves or anti-drain valves are provided;

o. Narrow or irregularly shaped areas, including turf, less than eight feet in width in any direction are irrigated with subsurface irrigation or low volume irrigation system;

p. Overhead irrigation is not located within 24 inches of any non-permeable surface. Allowable irrigation within the setback from non-permeable surfaces may include drip, drip line, or other low flow non-spray technology. The setback area may be planted or unplanted. The surfacing of the setback may be mulch, gravel, or other porous material. These restrictions may be modified if:

    i. The landscape area is adjacent to permeable surfacing and no runoff occurs;

    ii. The adjacent non-permeable surfaces are designed and constructed to drain entirely to landscaping;

    iii. The irrigation designer specifies an alternative design or technology;

q. Slopes greater than 25% are not be irrigated with an irrigation system with a precipitation rate exceeding 0.75 inches per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, and clearly demonstrates no runoff or erosion will occur.

r. Hydrozones.

    i. Each valve shall irrigate a hydrozone with similar site, slope, sun exposure, soil conditions, and plant materials with similar water use;

ii. Sprinkler heads and other emission devices shall be selected based on what is appropriate for the plant type within that hydrozone; and Trees shall be placed on separate valves from shrubs, groundcovers, and turf.

C. Evapotranspiration. The values as shown in Table 17.02.120.11 , *Evapotranspiration*, shall be used to calculate evapotranspiration.

Table 17.02.120.11 Evapotranspiration (ETo)											
Jan	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**Annual ETo
1.2	1.7	2.9	4.5	6.1	7.2	8.5	7.3	5.3	3.4	1.6	1.05**0.8**

Section IV
Trash Enclosure Design Standards

Introduction: Trash/Recycling containment is an important design aspect of a project. Separated trash/recycling enclosures are a typical installations for commercial, industrial, office, institutional and multiple family residential development projects. Please contact Recology of Butte Colusa Counties for placement and design of all enclosures at:

Recology Butte Colusa Counties
2720 South Fifth Avenue
Oroville, CA 95965

Mailing Address:
Recology Butte Colusa Counties
P.O. Box 1512
Oroville, CA 95965

Customer Service: (530) 533-5868

1. New development shall provide refuse and recycling enclosures in a number and size so as to adequately contain the refuse generated by the development. Such design is based on anticipated demands for the particular development. Please consult Recology to determine expected waste/recycling generation characteristics. If no particular use is anticipated then it is recommended that trash and recycling provisions be over estimated. Restaurants will require additional space to provide adequate storage for grease containment and allow for more glass and aluminum material storage. It is also recommended that some storage area be provided within the building for storage of recyclable paper. The following are minimum thresholds from the City's Zoning Ordinance::

Section 17.01.050.10 Solid Waste Collection and Recycling Access (Zoning Code)

a. Single Family Solid Waste Collection.

Single family and two-family dwellings on individual lots are not required to provide separated trash/recycling containment facilities. These uses shall provide sufficient area either within the garage or outside for accommodating a trash can and recycle container provided they are screened from public view and not located within the front yard except that containers may be placed in front yard areas during collection days in accordance with Section 8.08.170 of the Municipal Code.

b. Exceptions. The Director may allow variations to these standards due to physical constraints to the property such as topography, lot configuration or design limitations, provided that public safety and convenience concerns have been met.

c. New Development Projects Solid Waste Collection. All new development projects that are residential other than single family or two-family dwellings shall provide the following containers for solid waste:

4 to 27 dwellings: Sufficient size to contain two six yard bins.

28 to 53 dwellings: Sufficient size to contain four six yard bins.

54 + dwellings: Sufficient size to contain six six yard bins and each successive increase of 27 units in increments of two more seven yard bins.

For all projects, please consult Recology for size and access needs for all non-residential development and design for all enclosures.

Other Design Standards:

2. Trash/Recycling containers should be consolidated to minimize the number of collection sites, and located so as to reasonably equalize the distance from the building spaces they serve.

3. Review the proposed locations and details of trash/recycling enclosures with Recology for suitable size and access.

4. Enclosures should incorporate separated recycling areas designed. Refer to Figure ___.

5. The trash/recycling enclosure facility should be designed to allow convenient access by tenants. All weather signage should be posted inside the enclosure that provides information on what is accepted for recycling.

6. Containers and enclosures should be located so as to allow ease of access for collection trucks. No parking or other obstructions should be permitted in the access area for enclosures.

7. To prevent holes in the asphalt from developing as a result of bin impact, each enclosure should be built on a concrete slab with a thickness of six inches. Additionally, a minimum six foot wide, six inch thick concrete apron should be constructed in front of each enclosure. The concrete apron should be extended in front of the enclosure to past the point of pick-up to minimize the damage to the surrounding asphalt paving.

8. Each enclosure should have a decorative solid heavy gauge metal gates incorporating cane bolts to secure the gates when in the open and closed positions.

9. Gates should swing outward or slide parallel to the wall.

10. Walls of the enclosure should be at lest six feet in height.

11. Containers and enclosures should be placed away from public view insofar as is practical. Trash and recycling receptacles, other enclosures, and loading areas should be screened with shrubs where feasible, with a gate providing for access.

12. Containers and enclosures should be situated so that they do not cause excessive nuisance to occupants of nearby buildings.

13. Water outlets (hose bibs) should be located close to trash containers for Fire safety and sanitation purposes.

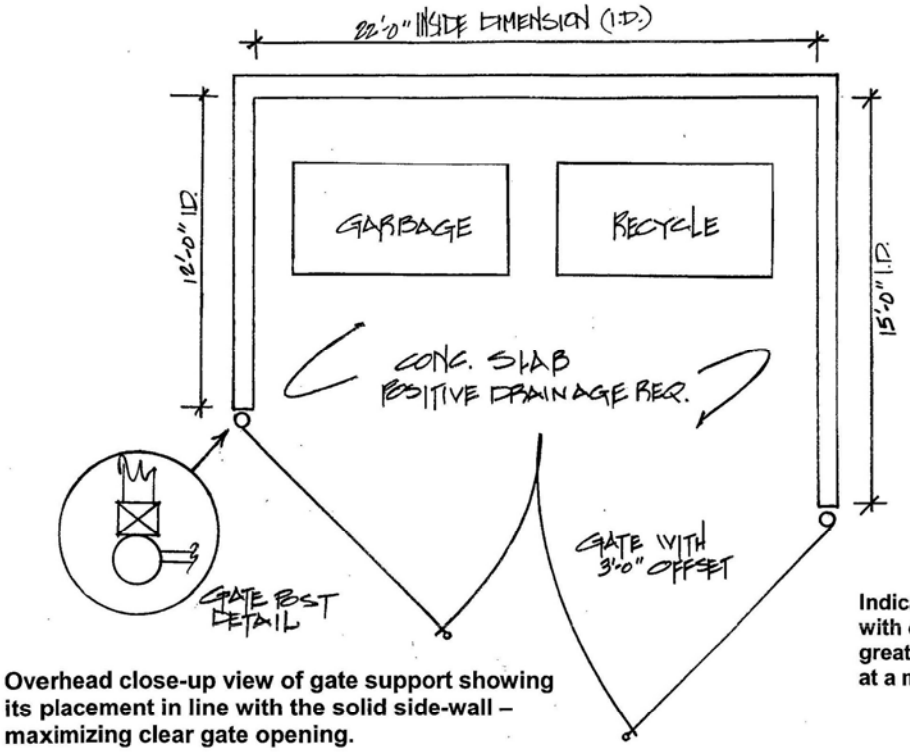
14. The trash enclosure structure should be constructed of sturdy non-combustible materials.

15. The perimeter of the enclosure should be planted where practical with landscaping.

16. Provisions should be made within the enclosure to protect recyclable materials from rain by covering the storage area, or by the use of covered receptacles. Method of covering the recycling area should be reviewed by the Fire Department and Recology.

17. Driveways or travel aisles should provide unobstructed access for collection vehicles.

Figure 58
Trash Enclosure Details



Overhead close-up view of gate support showing its placement in line with the solid side-wall – maximizing clear gate opening.

Indicate gate swing with open position greater than 90 degrees at a minimum.

Provide the following notation with the drawing: "*Install lock pins on each gate and galvanized tubing at surface level to lock gates in the open and closed positions.*"

NOTE: Materials and finishes to match primary building. Solid sides of enclosure to be identical. Chain-link with vinyl slats only accepted for gate sections.

GUIDELINES:
Provide separate trash and recycling areas
Provide water outlet nearby
Provide vegetative screening
Provide a concrete apron in front of enclosure
Provide decorative solid gates, mounted on separate posts.
Chain-link gates normally unacceptable unless located out of public view
Construct with non-combustible material
Allow easy access by collection vehicles

Section V
Mail Delivery Design Standards

Introduction: Design of mail delivery facilities are an important design feature of a project. Applicants should consult the U.S. Postal Service regarding the specific mail delivery facilities prior to design review of the project.

1. Use of "Gang" type delivery and collection boxes must be used for multiple family residential development (five or more dwelling units) and most office, commercial industrial and institutional developments to help provide for efficient mail delivery service. General details of these facilities and pad sizes are noted in the attached exhibits.

2. Include the mail delivery facilities on the site and landscape plans, with paved areas for pedestrian access, and landscape screening as appropriate.

3. Avoid placement of mail delivery facilities in conflict with pedestrian and vehicular circulation. Such facilities should be located for convenient pedestrian access.

Section VI
Color Pallet and Building Repainting

Policy/Standards: With exception of single family residential development, new development in the City shall require a paint pallet for each project that shall include building elevations with colors cross referenced to paint colors to be used on all exterior finishes. The pallet will include actual colors paint sample. The exact paint colors shall be applied to all new development in accordance with the approved paint color pallet. A condition shall be placed on all new development design review applications that all repainting of exterior finishes for the particular project shall be in accordance with the approved paint color pallet unless prior design review approval from the City is obtained for a variation of new colors.

Sections 17.05.270 and 17.02.100.12 of the Zoning Code establishes a requirement for design review painting and repainting of buildings in the Downtown area. These regulations extend City purview of building repainting to these areas by requiring those who propose to repaint their buildings within these areas to submit an application for review and approval by either the Planning Department staff, Design Review Committee or the Planning and Commission. This policy allows Planning staff to review and approve Design Review applications for building and structure painting when the colors used are selected from the City's Approved Historical Color Preview "Palette" as long as the color selections don't clash with neighboring building colors. Although the specific paint palette is manufacturer specific, the actual paint can be a different brand as long as it matches the Palette selection. Applicants are welcome to choose a different color, however, a color choice that varies from the color Palette is subject to review and consideration by either the Architectural Review Committee (ARC) and may be referred to the Planning Commission for further consideration.

Section VII
Sign Regulations

Introduction:

The following is the City's Sign Code:

17.11.010 - Purpose.

The purpose of this chapter is to provide minimum standards to safeguard life, health, property, aesthetics and public welfare and safety by regulating and controlling the type, size, number, design, quality of materials, construction, illumination, location and maintenance of all signs in the City of Williams.

17.11.020 - General prohibition.

It is unlawful for any person, association, corporation or other entity to erect in any manner within the city a sign, except in conformance with the provisions of this chapter.

17.11.030 - Definitions.

For purposes of this chapter, the following words and terms shall be defined as follows:

A. *"Sign"* means any sign, identification, display, illustration, device or visual representation designed and used for the purpose of communicating a message, advertising, and/or identifying or attracting attention to a premises, product, service, person, activity, business or event, and shall include all of its structure and component parts. "Sign" shall not include any flag of the United States of America or State of California, or any display of merchandise outside of a business.

B. *"Sign area"* means the entire area in square feet of a sign within a single continuous perimeter composed of squares, rectangles, circles or other shapes which enclose the extreme limits of the sign, including all background or structural material that is utilized in the expression of the message. The sign area

of a multifaced sign shall be the sum of the face areas, except where the sides are parallel, back to back and separated by no more than eighteen inches, in which case it shall be determined by the larger of the faces.

C. *"On-premises sign"* means a sign which advertises or directs attention to a business, product, place, activity, service or event sold, offered or provided upon a parcel in the City of Williams where the sign is located or to which it is attached.

D. *"Off-premises sign"* means a sign which advertises or directs attention to a business, product, place, activity, service or event sold, offered or provided upon a parcel in the City of Williams other than the parcel where the sign is located or to which it is attached.

E. *"Zone"* means the land use zones established by the city pursuant to this title, as shown on the latest city zoning map.

F. *"Erect"* and its variants means to erect, construct, install, place, maintain or display, or cause to be erected, constructed, installed, placed, maintained or displayed.

G. *"Directional sign"* means a sign that contains instructions or directions for locating a business, service or use.

H.*"Identification sign"* means a sign that identifies a residential area, shopping center or shopping district, industrial area or industrial district, or other residential, commercial or industrial site or area containing a minimum of two acres with an integrated site and design plan creating a single unified development with one or more uses.

I. *"Exterior illuminated"* means illuminated from any light source outside the sign that is intended to illuminate the sign, and does not include illumination from background street lights, parking area lights, and other exterior lights causing a sign surface brightness of less than one hundred-foot lamberts.

J. *"Interior illuminated"* means illuminated from a light source that is contained within the sign.

K. *"Illuminated"* means interior illuminated or exterior illuminated, or both.

L. *"Nonilluminated sign"* means a sign that is not exterior illuminated or interior illuminated.

M. *"Linear frontage"* means the linear distance in feet that any parcel fronts on any city street, and shall not include alley frontage or Interstate 5 frontage.

N. *"Height"* means the height of a sign measured by the vertical distance from the average grade of the adjacent ground level within five feet of the base of the sign to the uppermost top of the sign. If a sign is located on a building or structure, the height of the sign shall be measured from the ground level on which the building or structure is located.

O. *"Multiple business center"* means a group of businesses that functions as an integral unit on a single parcel, or on contiguous parcels under the same management, and that utilizes common off-street parking and access (e.g., shopping center).

P. *"Pole sign"* means a freestanding sign which is supported by itself, one or more uprights, poles, or braces in or upon the ground or by a structure other than a building.

Q. *"Communal tenant sign"* means a pole sign advertising three or more businesses pursuant to Section 17.11.110

R. *"City administrator"* means the city administrator of the City of Williams, or his or her designee.

S. *"Political sign"* means a sign which is used for the express purpose of identifying a candidate for elected office, political party, campaign issue, ballot measure or proposition, or other related political matter concerning any national, state or local election.

T. *"Abandoned sign"* means a sign that no longer applies to the business, property or site due to the closing of a business, lack of a business license, change in the business name, or for any other reason rendering the sign not applicable to the parcel involved, or any sign that is not maintained in a safe and good condition, including the replacement of defective parts, painting, repainting and cleaning.

U. *"Temporary sign"* means any sign, pendant, banner, streamer, flag, poster, balloon or other display intended to identify or advertise an event, occurrence or matter of temporary nature, limited duration and/or present interest only.

17.11.040 - Permits required.

A. No sign shall be erected within the city without a sign permit obtained as provided in this section, unless the sign is specifically allowed by this chapter without a sign permit.

B. Any person desiring to erect a sign for which a sign permit is required shall submit an application in triplicate to the planning commission, upon forms furnished by the city clerk. The application shall include working drawings adequate to show the location, design, colors, materials, lighting and advertising copy, all rendered to scale for the proposed sign. The city council may establish by resolution a fee commensurate with the costs of processing and reviewing applications and administering this chapter. If a fee is established by the city council, the fee shall accompany each application for a sign permit.

C. Each application for a sign permit shall be scheduled for a hearing before the planning commission at its next regular meeting after a complete application has been filed in proper form, or as soon as practicable thereafter. The planning commission shall notify the applicant and such other persons as might be deemed interested or affected by the application of the time and place of the hearing.

D. After the public hearing, the planning commission may approve or conditionally approve a sign permit application if it finds that: (1) the proposed sign is consistent with the purposes, goals and limitations of this chapter; (2) the proposed sign will not be detrimental to the health, safety, property, aesthetics and/or general welfare of persons residing, working or owning property in the neighborhood of the proposed sign; and (3) the proposed sign is consistent with the general plan and any applicable specific plan or planned unit development permit. The planning commission may approve a sign permit application subject to such conditions, modifications or limitations as the commission deems appropriate to carry out the purposes and goals of this chapter and the general plan, and any applicable specific plan or planned unit development permit.

E. In approving a sign permit application, the planning commission may allow modifications in the specific limitations of this chapter if the commission finds that a modification from such limitations is in the public interest and is necessary to prevent unusual or unnecessary hardship upon the applicant.

F. A sign permit shall be null and void if the sign is not finally erected within one hundred eighty days from the date of its issuance.

G. Any sign permit applicant or other person aggrieved by a final decision of the planning commission under this chapter may appeal to the city council pursuant to the procedures set forth in Chapter 17.10

17.11.050 - General regulations.

A. The following signs are permitted in all zones, except as otherwise regulated by law, and shall not require a sign permit:

1. Temporary signs warning of construction, excavations or similar hazards as long as the hazard exists;

2. One temporary construction sign per parcel, not exceeding six square feet in sign area in residential (R-) zones and seventy-five square feet in sign area in other zones, used to indicate the owner, builder, architect, lender and/or other information regarding building construction on the parcel during the period of construction only. Unless otherwise provided by a sign permit, there shall be no more than four temporary construction signs on any construction project on more than one parcel;

3. Non-illuminated temporary signs indicating that the parcel on which the sign is located is for sale, rent, or lease, provided that: (a) only one such sign shall be permitted to face on each street adjacent to the parcel; and (b) each such sign shall be single or double faced and shall not exceed four square feet in sign area in any residential (R-) zone, six square feet in sign area in any commercial (C-) zone, and twenty square feet in sign area in any other zone. This Section shall not apply

to a new subdivision that is allowed to erect subdivision signs under Section 17.11.090.

4. Nonilluminated "no trespassing" and similar signs, not to exceed three square feet in sign area, and placed at each corner of the parcel and at intervals of not less than one hundred feet;

5. A nonilluminated name plate sign per parcel which displays only the name, address and/or occupation of the occupant of the parcel, not exceeding two square feet in sign area;

6. Nonilluminated private informational signs such as "Beware of Dog" or "No Soliciting", that contain no advertising message, and not exceeding one square foot in sign area.

B. The following signs are not permitted in any zone:

1. Flashing, rotating, moving, blinking, reflecting and/or florescent painted signs;

2. Signs on trees, shrubs, stones, fences or utility poles;

3. Any sign erected in such a manner that it will, or reasonably may be expected to, obstruct the view of or conflict with any traffic sign, signal or device, obstruct the view of pedestrian or vehicular traffic, or otherwise be detrimental to public safety;

4. Signs of non-permanent material pasted, stapled, tacked, glued, nailed or otherwise secured to the face of a building or any exterior structure.

C. A sign permit shall not be required for a sign, otherwise allowed by this chapter, that: (1) is less than twenty square feet in area; (2) is nonilluminated; and (3) does not project above the roof, coping or ridge line of a building.

D. Off-premises signs shall not be permitted in any zone, except: (1) as may be allowed by a use permit pursuant to Section 17.05.260.1 in a C, BP, or IN zone; and (2) as may be allowed pursuant to Section 17.11.080(B) in all zones in the city except residential zones.

E. In all zones except the C and C-S zones, no sign shall project more than twelve inches over a public sidewalk, street or alley. In the C-D zone, no sign shall project more than twelve inches over a public sidewalk, street or alley, except as may be allowed pursuant to an encroachment permit issued by the City.

F. The erection of signs and their supports shall be in accordance with applicable provisions of the Uniform Building Code, Uniform Electrical Code, and other applicable codes, statutes, ordinances and regulations. The owner of any parcel on which a sign is

located shall properly maintain, or cause to be maintained, in good condition and repair every sign, and its parts, structure, supports and surrounding landscape areas, if any.

G. No sign other than a directional sign shall project more than twelve inches into a side yard or rear yard setback required under this title.

H. There shall be at least ten feet of clearance between the bottom of an overhanging sign and the ground level beneath the sign.

I. No sign in any residential (R-) zone shall exceed five feet in height. No sign in any C, C-S, or BP zone shall exceed sixty-five feet in height. No sign in any other zone shall exceed forty-five feet in height, except for a multiple business center under Section 17.11.100 and a communal tenant sign allowed by a use permit pursuant to Section 17.05.260.1

J. There shall be no sign exceeding twenty square feet in sign area located within any residential (R-) zone or within one hundred feet of any residential (R-) zone.

K. The provisions of this chapter shall not apply to signs erected on the interior of a building, or on the interior windows of any building, provided that: (1) such signs are designed and located to be viewed exclusively by occupants, customers, patrons or clients of the building; and (2) the window signs shall cover no more than ten percent of the window area of any street frontage windows.

L. No sign in any commercial (C-) or industrial (BP or IN) zone, excluding the C zone, that is located within one hundred seventy-five feet of any residential (R-) zone shall: (1) exceed the height of the building or structure that the sign is attached to, for signs that are attached to a building or structure; (2) exceed eight feet in height, for signs that are not attached to a building or structure; or (3) exceed three hundred square feet in sign area or one square foot in sign area for each linear foot of lot street frontage of the parcel on which the sign is located, whichever is less.

17.11.060 - Signs in residential, agricultural and public facility zones.

Except as otherwise allowed by this chapter, there shall be no signs allowed in any R-E, R-S, R-U or AR Zone except the following:

A. One identification sign located on the site of an apartment house, multiple-family dwelling or lodging house in any residential (R-) or AR zone, provided that such sign does not exceed four square feet in sign area;

B. One identification sign located on the site of a public building or grounds, private institution, church, club, lodge, office building, clinic or laboratory, provided that the sign does not exceed twelve square feet in sign area. The identification sign may be illuminated;
C. Tne bulletin board, not exceeding twenty square feet in sign area, at the site of any church;
D. Signs allowed pursuant to a conditional use permit issued by the city in connection with any use in any residential (R-), or AR zone requiring a use permit.

17.11.070 - Signs in commercial and industrial zones.

Except as otherwise allowed by this chapter, there shall be no signs permitted in any C-S, C, C-D, BP, or IN zone, except the following:

1. On-premises signs, subject to the following: (1) the total sign area for all on-premises signs on a parcel shall not exceed one square foot per linear frontage of the parcel; (2) any parcel shall be permitted a minimum sign area of fifty square feet; (3) the total sign area of on-premises signs for any parcel shall not exceed three hundred square feet; and (4) the total number of on-premises signs on any parcel shall not exceed six.
2. Directional signs for off-street parking, entry and exit direction, loading docks and delivery areas, and traffic control, subject to the following: (1) no directional sign shall exceed six square feet in sign area; (2) the total number of directional signs per parcel shall not exceed four, unless otherwise provided by a sign permit; and (3) no directional sign shall exceed five feet in height.
3. Temporary signs for a business directional or information purpose, provided that such signs do not exceed twenty square feet in area and are removed within thirty days. Such signs may be on-premises signs or off-premises signs. Such signs may also be placed on the sidewalk directly in front of the business, place or service which the sign directs attention to, subject to compliance with Chapter 12.12. A sign permit is not required for a temporary sign under this paragraph

17.11.075 - Large retail buildings.

In addition to signage otherwise allowed by this chapter, the following additional signage is permitted for any retail building over seventy-five thousand square feet:

A. One On-Premises Pole Sign. If the parcel is adjacent to Interstate Highway 5, the on-premises pole sign may not exceed eighty feet in height and three hundred square feet in area, which calculation shall include both sides of the face of the sign. If the parcel is not adjacent to Interstate Highway 5, then the on-premises pole sign may not exceed forty-five feet in height and three hundred square feet in area, which calculation shall include both sides of the face of the sign.

A. The total sign area of on-premises signs for any parcel shall not exceed one thousand two hundred square feet.

B. All signage may be interior illuminated.

17.11.080 - Off-premises signs.

A. Off-premises signs may be allowed in a C-S, C, BP, or IN zones pursuant to a use permit applied for and issued pursuant to Chapter 17.05. The use permit shall be applied for concurrently with the sign permit application, if a sign permit is required. A use permit issued under this Section shall also serve as the sign permit. If the off-premises sign is subject to the provisions of the Outdoor Advertising Act (Business and Professions Code Sections 5200-5486), no city use or sign permit shall be issued until after the necessary permit has been issued by the Director of Transportation of the State of California, or his authorized agent. For off-premises signs located within six hundred sixty feet from the edge of the right-of-way of Interstate 5 and Highway 20, no off-premises sign shall be erected within five hundred feet of any other off-premises sign located on the same side of the highway.

B. Small off-premises signs on vehicles shall be permitted in all zones in the city, except residential (R-) zones, subject to the following conditions and regulations:

1. Signs shall be painted on, placed on or affixed to a vehicle. There shall be only one sign per vehicle.

2. Signs shall be placed only on operable vehicles with current California Department of Motor Vehicles registration.

3. No sign shall exceed thirty-two square feet in size. Double-sided signs shall be permitted, in which case each side shall not exceed thirty-two square feet in size.

4. All vehicles with signs parked in the city shall comply with all applicable state and city vehicle stopping and parking regulations, including, but not limited to, Chapter 10.32 of this Code.

5. No vehicle with a sign permitted by this section shall be parked in any manner that the vehicle or sign, or both, will, or reasonably may be expected to: (a)

obstruct the free flow of vehicular and pedestrian traffic; (b) obstruct the view of motorists and/or pedestrians; (c) obstruct the view of or conflict with any traffic sign, signal or device; or (d) otherwise be detrimental to public safety.

6.. No city sign permit, use permit nor any other permit shall be required for placing or affixing a sign pursuant to this subsection.

17.11.090 - Subdivision signs.

Subdivision signs advertising any subdivision being developed in the city shall be permitted in any zone in accordance with and subject to the following and any other applicable provisions of this chapter:

A. One nonilluminated sign advertising the subdivision not exceeding twenty-four square feet in sign area is permitted for each ten acres in the subdivision. For any subdivision of less than ten acres, there shall be permitted one such sign not exceeding twenty-four square feet in sign area. The total number of such subdivision signs in any subdivision, excluding model home signs and directional signs as permitted in Subsections B. and C. of this section, shall not exceed four. A sign permit under this section shall be effective for a period of one year, after which the sign must be removed, unless, prior to the expiration of one year, the sign permit has been renewed by the planning commission.

B. One nonilluminated sign advertising a model home, not exceeding six square feet in sign area, may be erected on the site of each model home in a subdivision.

C. Three nonilluminated directional signs, each not more than six square feet in sign area, may be erected for each ten acres in a subdivision. For a subdivision of less than ten acres, two such signs may be erected.

C. All subdivision signs allowed pursuant to this section shall be removed within thirty days after the sale of the last parcel within the subdivision, unless otherwise provided by a sign permit or earlier terminated pursuant to the terms of a sign permit.

17.11.100 - Multiple business centers.

A. A. Each multiple business center shall be permitted signs in accordance with a use permit for multiple business center signs as may be approved by the

planning commission in accordance with Chapter 17.05. A multiple business center sign use permit application shall include a site plan and drawings showing the type, location, size, height and style of proposed signs, the standard use permit application form and fee, and such other information as may be required by the city planning director or planning commission. Each multiple business center shall be permitted one on-premises pole sign up to sixty-five feet in height and a size limit as determined by the use permit. Other shorter on-premises pole signs not exceeding twenty feet in height may be permitted as allowed by the terms of the use permit.

B. A multiple business center sign use permit shall operate as the sign permit under this Chapter 17.11. Multiple business center sign use permit review and proceedings also shall incorporate signage design review in accordance with Chapter 17.05; provided, however, that signage design review may, at the developer's choice, be done concurrently with or separately from the project buildings, structures, parking and landscaping. In considering a multiple business center sign use permit application, the planning commission shall apply the criteria in Section 17.05

C. This section shall apply to new multiple business centers and new signs at an existing multiple business center.

17.11.110 - Communal tenant signs.

The owners of three or more parcels may apply for a use permit pursuant to Chapter 17.05 of this Code to allow a communal tenant sign exceeding the otherwise applicable maximum height limit under this chapter. The use permit shall be applied for concurrently with the sign permit application, if a sign permit is required. A use permit issued under this Section shall also serve as the sign permit. Any communal tenant sign issued under this Section shall comply with the following conditions in addition to any other applicable provisions of this chapter:

1. The maximum height of the sign shall not exceed sixty-five feet
2. In addition to the regular sign permit application documentation, the communal tenant sign applicant shall prepare and submit in triplicate a site line study for view and visibility distance in a form acceptable to the city administrator.
3. A minimum of three business signs shall be required for the communal tenant sign.
4. The design of the communal tenant sign and its appurtenant structure shall incorporate architectural design features to enhance its appearance.

5. The sign area of any communal tenant sign shall not be counted against the sign area allowance otherwise provided for on-premises signs.

17.11.120 - Political signs.

Political signs shall be permitted without a sign permit in all zones subject to the following conditions and any other applicable provisions of this chapter:

A. No political sign shall be erected earlier than sixty days before the election to which it relates.

B. Political signs shall not be illuminated.

C. No political sign shall be erected upon the property of another person without first obtaining permission to do so from the owner or tenant of that property. No political sign shall be erected within the public right-of-way or upon any public property.

D. Political signs shall be removed within fifteen days after the election to which it relates; except that political signs erected on behalf of a candidate who is successful in the primary election may remain posted until fifteen days following the date of the general election, provided that the sign or signs are maintained in good condition.

E. Political signs erected on public property or on the public right-of-way, and political signs on vacant parcels remaining more than fourteen days after the election to which it relates, may be summarily removed and disposed of by the city administrator. Removal of a political sign not erected in accordance with the provisions of this chapter shall be the responsibility of the owner of the property upon which the sign is located.

F. The total area of any political sign or signs located on any one parcel shall not exceed fifty square feet in sign area.

D. Any political sign not in conformance with this chapter shall be removed by the owner of the property on which it is located within ten days after written notice to do so from the city administrator. If not timely removed after such notice, then the city administrator may summarily remove and dispose of the sign, and the property owner may be charged with the costs to the city to remove and dispose of the sign.

17.11.130 - Abandoned signs.

Any abandoned sign shall be removed by the owner of the property on which it is located. New signs for a building or parcel on which an abandoned sign is located shall not be approved until the abandoned sign is removed to the satisfaction of the city administrator.

17.11.140 - Temporary signs.

A. Except for temporary signs allowed under Section 17.11.050 and Subsection17.11.070(C) and small off-premises signs allowed under Subsection 17.11.080(B) which do not require a sign permit, a temporary sign to advertise or identify any event, occurrence or matter of a temporary nature may be permitted in any zone pursuant to a temporary sign permit applied for and issued by the city administrator. A sign permit under Section 17.11.040 shall not be required for a temporary sign permit issued under this section. The application requirements for a temporary sign permit shall be the same as for a regular sign permit under Section 17.11.040. The city administrator may approve or conditionally approve a temporary sign permit application if he or she finds that: (1) the proposed sign will not be detrimental to the health, safety, property, aesthetics and/or general welfare of persons residing, working or owning property in the neighborhood of the proposed sign; and (2) the proposed sign will comply with the same height, sign area and other restrictions as applicable generally in the zone in which the temporary sign is to be erected.

B. Temporary sign shall not be erected for a period of more than forty-five days. At the expiration of such forty-five day or shorter period as allowed by the temporary sign permit, the holder of the permit shall remove the sign. Prior to approving any temporary sign permit application, a cash deposit of fifty dollars shall be deposited with the city clerk to ensure the timely removal of the temporary sign. The deposit is refundable when the signs have been removed. A temporary sign permit issued by the city administrator may be extended by a sign permit issued by the planning commission pursuant to Section17.11.040

C. Any temporary sign permit applicant or other person aggrieved by a decision of the city administrator under this section may appeal to the planning commission by filing a written notice of appeal with the city clerk within ten days of the city administrator's final decision.

17.11.150 - Specific regulations regarding murals.

A. Murals shall be reviewed by the planning commission for consideration and approval at a noticed public hearing. The application shall include a detailed drawing or sketch of the mural plus other details as prescribed on the application form. Any written message used for advertising a business shall be counted as part of the allowable aggregate sign area.

B. In addition to the information requested on the form, the application shall include:

1. A list of the persons and addresses who own property within a three hundred-foot radius of the proposed mural, and accompanying radius map.

a.

Written notice shall be mailed or delivered at least ten days prior to the hearing to the applicant, if any, and to all persons, including businesses, corporations, or other public or private entities, shown on the last equalized assessment roll as owning real property within three hundred feet of the proposed mural.

b.

Contents of notice shall comply with Section 17.10.050. Notice shall be deemed given when deposited in the United States Mail, postage prepaid and addressed to the intended recipient at the address shown on the latest equalized assessment roll.

C. In granting or denying approval, the planning commission shall consider the extent to which the proposal fulfills the following standards:

1. The mural shall demonstrate superior artistic quality or theme as opposed to direct or indirect illustrative advertising;

2. The mural or graphic shall be designed to enhance or distinguish the architectural features of the structure on which it is placed;

3. The design and colors used shall be harmonious with the surrounding environment and shall not be used for the exclusive purpose of calling attention to the mural or graphic;

4. The mural shall not have an adverse impact on the safe and efficient movement of vehicular or pedestrian traffic;

5. The proposed mural, by its design, construction and location, will not have a substantial adverse effect on abutting property or the permitted use thereof, and will contribute to the city's unique character and quality of life;

6. The paint to be used and applied shall be appropriate for use in an outdoor locale, for an artistic rendition and shall be of a permanent, long-lasting variety;

7. Possible historic value.

17.11.160 - Enforcement.

A. Any sign erected contrary to the provisions of this chapter shall be unlawful and a public nuisance, which nuisance may be abated by the city pursuant to Chapter 8.16, and the cost of abatement shall be made a lien against the property upon which the sign is located.

B. With the consent of the owner or occupier of any building, structure or premises, or under an inspection warrant issued pursuant to California Code of Civil Procedure Sections 1822.50 through 1822.57, and upon prior notice to the owner of the subject property, the city administrator may enter at all reasonable times any building, structure or premises in the city to investigate all purported violations of this chapter and to otherwise take such measures as are necessary and expedient to enforce and secure compliance with the provisions of this chapter, and to perform any duty imposed by this chapter.

C. Any person, firm or corporation violating any provision of this chapter shall be guilty of a misdemeanor and, upon conviction thereof, shall be subject to the penalties provided in Chapter 1.12. Such person, firm or corporation shall be deemed guilty of a separate offense for each and every day during any portion of which any violation of this chapter is committed, continued or permitted by such person, firm or corporation, and shall be punishable as provided in this section.

D. The remedies provided for in this chapter shall be cumulative and not exclusive.

Exhibit A-Sign Program

Exhibit A

Typical Center Sign Program

Multi-Tenants and Shopping Centers

CREEKSIDE CENTER SIGN PROGRAM
0000 E Street
Williams, CA 95987

A. INTRODUCTION

The intent of this sign criteria is to provide the guidelines necessary to achieve a visually coordinated, balanced and appealing signage environment at the above mentioned project, and in accordance with the City of Williams and its adopted sign requirements.

Performance of this sign criteria shall be rigorously enforced and any non-conforming signs shall be removed by the tenant or his sign contractor at their expense, upon demand by owner (property manager).

Exceptions to these standards shall be reviewed by the manager. Accordingly, the manager will retain full rights of approval of any sign used in the center.

B. GENERAL OWNER/TENANT REQUIREMENTS

1. Each tenant shall submit to the manager for written approval, three (3) copies of the detailed shop drawings of his proposed sign (one in full color), indicating conformance with the sign criteria herein outlined. Send to:

   Walter White, Property Manager
   0000 Via Vista
   Williams, CA 95987
   (530) 000-0000

2. The tenant shall submit a sign drawing approved by the manager to the City of Williams, Planning Department, for approval prior to the start of any sign construction.

3. The tenant shall pay for all signs, their installation (including final connection, transformers and all other labor and materials) and maintenance.

4. The tenant shall obtain all necessary permits.

5. The tenant shall be responsible for fulfillment of all requirements of this sign criteria.

6. The location of all signs shall be per the accompanying design criteria.

7. One "fascia sign space" shall be allowed for each tenant (except as otherwise approved in writing). The tenant shall verify his sign location and size with manager prior to fabrication.

8. Address numbers shall be applied to each store by the tenant's sign company during regular course of primary sign construction and installation.

9. Special signs which vary from this sign criteria must first be approved by the owner and respective City authority.

10. The maximum allocated sign area for the aggregate of all permanent signs shall be 50 square feet.

11. Any exterior sign lighting shall be restricted to low illumination incandescent lights that are directed up from the bottom of the sign and architecturally designed into the design of the sign. All such lighting shall be housed in glare resistant shielded fixtures.

C. GENERAL SIGN SPECIFICATION

1. No exposed raceway, crossovers, conduits, conductors, transformers, etc., shall be permitted.

2. All signs and their installation must comply with all local building codes.

3. For purposes of store identification and hours of business, tenant will be permitted to place upon each entrance to its demised premises not more than 144 square inches of gold leaf or decal application lettering not to exceed 4 inches in height.

   a. Signs shall be attached in designated areas only and may not exceed 60 percent of the leasehold width or 60 percent of leasehold building face or a maximum of 50 square feet.

   b. The face of the individual letters and logos shall be constructed of acrylic plastic (1/8" thick minimum), and fastened to the sign backing or consist of acrylic paint if guaranteed to be break resistant.

   c. All lettering shall be restricted to the “net sign area”, See accompanying design criteria for specific information.

   d. The "Copy" (letter type), logos and their respective colors shall be submitted to the architect for written approval prior to fabrication.

e. Individual shop logos may be located anywhere within the "net sign area", provided their height does not exceed the height of the "net sign area".

f. No more than three rows of letters are permitted, provided their maximum total height does not exceed the height of the "net sign area".

g. Tenants shall display only their established trade name of their basic product name, e.g. "John's Jeans", or combination thereof.

D. PROHIBITED SIGNS

1. Signs Constituting a Traffic Hazard:

No person shall install or maintain or cause to be installed or maintained any sign which simulates or imitates in size, color, lettering, or design any traffic sign or signal, or which makes use of the words, "STOP", "LOOK", "DANGER", or any other words, phrases, symbols, or characters in such a manner to interfere with, mislead or confuse traffic.

2. Immoral or Unlawful Advertising:

It shall be unlawful for any person to exhibit, post or display or cause to be exhibited, posted or displayed upon any sign, anything of an obscene, indecent, or immoral nature or unlawful activity.

3. Signs or Doors, Windows or Fire Escapes:
No window signs will be permitted except as noted herein. No sign shall be installed, relocated, or maintained so as to prevent free ingress to or egress from any door. No sign of any kind shall be attached to a stand pipe except those signs as required by code or ordinance.

4. Animated, Audible, or Moving Signs:

Signs, consisting of any moving, swinging, rotating, flushing, blinking, scintillating, fluctuating or otherwise animated light is prohibited, except for time and temperature displays.

5. Off-Premise Signs:

Any signs installed for the purpose of advertising a project, event, person or subject note related to the premises upon which said sign is located are prohibited.

6. Vehicle Signs:

Signs on or affixed to trucks, automobiles, trailers, or other vehicles which advertise, identify, or provide direction to a use or activity not related to its lawful making or deliveries or sales of merchandise or rendering of services from such vehicles, is prohibited.

7. Light Bulb Strings and Exposed Tubing:

External displays, other than temporary decorative holiday lighting, which consists of unshielded light bulbs, and open, exposed neon or gaseous light tubing, are prohibited. An exception hereto may be granted by the manager when the display is an integral part of the design character of the activity to which it relates.

8. Banners, Pennants, and Balloons Used for Advertising Purposes:

Flags and/or banners, pennants, or a combination of same, constituting an architectural feature which is an integral part of the design character of a project may be permitted subject to manager and city approval. Banners used as temporary signs may be permitted pursuant to Section E of this program.

9. Signs in Proximity to Utility Lines:
Signs which have less horizontal or vertical clearance from authorized communication or energized electrical power lines than that prescribed by the laws of the State of California are prohibited.

E. TEMPORARY BANNER SIGNS

1. Banners, that don't exceed 20 square feet, constructed of non-fluorescent muted colors, may be temporarily installed on the front of shops, may be allowed for temporary periods of up to four events per year with each event not exceeding 15 days per each event. Banners shall not be permitted on the roof or above the fires floor of the building nor be located off the building. All temporary banner signs shall be subject to manager's approval and be subject to a permit from the City.

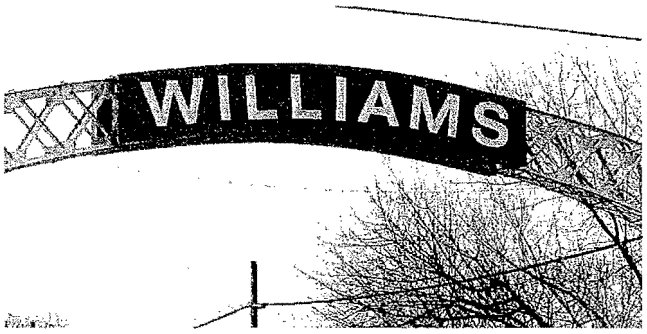
F. MISCELLANEOUS NOTES

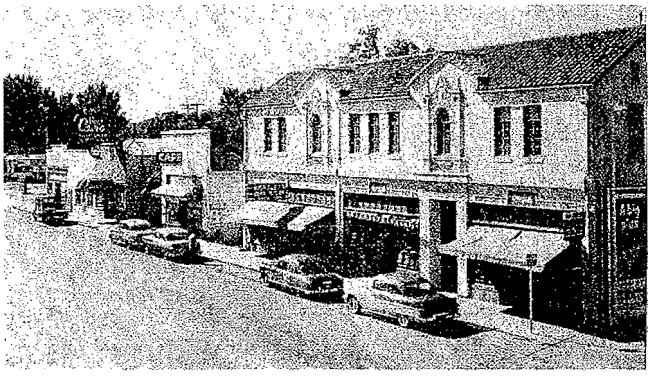
1. The provisions of this Exhibit, except as otherwise expressly provided in this Exhibit, shall not be applicable to the identification signs of Department Stores or other occupancy designated by the landlord as a "Major" or "Special" Tenant that may be located in the Shopping Center, it being understood and agreed that these occupants may have their usual sign on similar buildings operated by them in California; provided, however, there shall be no rooftop signs which are flashing, moving, or audible and provided said sign is architecturally compatible and has been approved by the manager and the City of Williams.

Appendix E
General Plan Update Background Report on Cultural Resources
By Ric Windmiller, R.P.A., Auburn, California

CITY OF WILLIAMS
GENERAL PLAN UPDATE

Background Report on Cultural Resources





Prepared By
Ric Windmiller, R.P.A.

Ric Windmiller
Consulting Archaeologist
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Auburn, California 95603

For
Development Impact, Inc.
9370 Studio Court, Suite 160
Elk Grove, California 95624

March, 2010

ACKNOWLEDGMENTS

The cover photographs include a current view of the Williams Arch and a 1950s view of commercial buildings along 7th Street.

I would like to thank Kathy Manor and Emily Conrado for not only access to the Sacramento Valley Museum's collections, but the invaluable help in pulling and sorting out the most applicable references. Pam Garrison loaned us copies of the *Sundial*. The cover photograph of 7th Street is from the 1956 *Sundial* yearbook. Wayne Hampshire provided information on the VFW hall's history. Pat Ash enlivened discussion on local history. A number of other residents volunteered little known facts on the City's historic past.

I am indebted to the friendly people of Williams for their kind assistance. The following background report is intended only as a broad overview and not a detailed history. The purpose of the overview is simply to provide a general context within which the importance of the city's historical resources may be understood for purposes of preservation planning.

R.W.

CONTENTS

FIGURES

INTRODUCTION

The following background on cultural resources is intended as a broad overview. The purpose of this study is to provide a general context within which the significance of the Williams area archaeological and historical resources may be understood.

The City of Williams planning area encompasses 25 square miles between the first foothills of the Coast Range on the west and the Colusa Basin on the east (Fig. 1). The Williams vicinity has been described as "... the most extensive area of red lands on the west side of the Sacramento River." The Williams area also contains "low plains," which lie between the red lands and the Sacramento River. The low plains are made up of alluvial fans and flood plain deposits. Around Williams, seasonal streams have deposited sediments across the landscape over thousands of years. In modern times, geologists have noted raised banks along such streams from the silt carried down from the hills.

Although no Native American archaeological or historic sites have been reported by the Northwest Information Center, official repository of such data for Colusa County, it is possible that prehistoric archaeological sites, remnants of Native American campsites, burial sites and gathering areas exist and may date back as much as 4,500 years or earlier. Historic Native American archaeological sites may include the remnants of Indian camps occupied and cemeteries used during the Mission, Sutter and post-Sutter periods up to the 1870s or later.

Historic non-Native American archaeological resources include the sites of farm and ranch buildings, the sites of buildings and structures in the City of Williams, old roads, ditches, levees, stock tanks and reservoirs, sites of windmills, dumps, privies, schools, churches, as well as industrial, storage and processing sites. Existing buildings, structures and objects 50 years old or older reflect the history of agriculture in the region, as well as industry, transportation and the development of Williams.

The following two sections aim to provide background information on the prehistory and Native American ethnography of the region that may be helpful in planning to preserve sites that may be identified in the future and deemed significant. The goal here is to increase a general understanding of the potential for encountering the archaeological remains of prehistoric cultures, as well as historic Native American use of the 25 square mile planning area including Williams without trying to identify and evaluate individual sites.

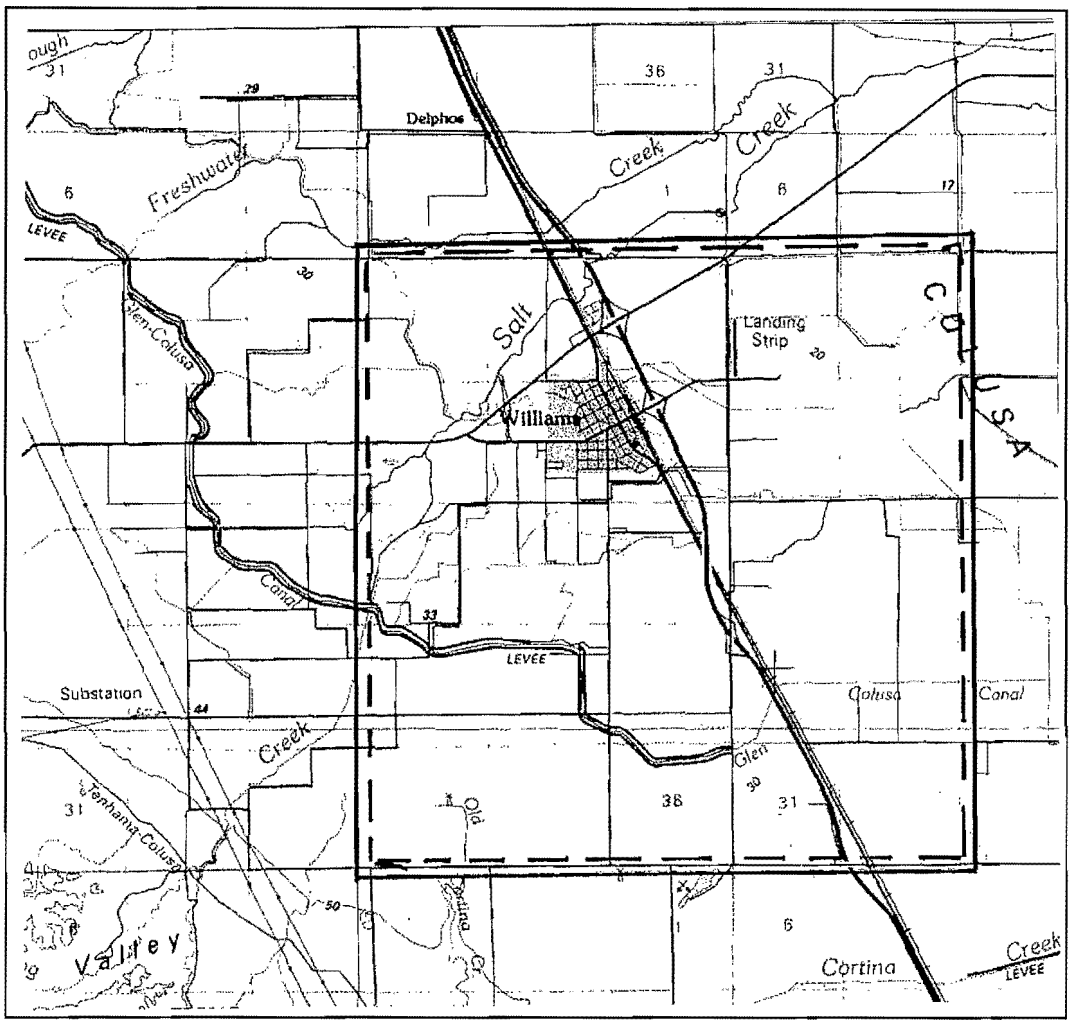

Figure 1. The City of Williams planning area.

Current information on Williams' prehistoric and historic cultural resources is scattered and incomplete. Most of the information comes from public records such as the U.S. Department of the Interior, Bureau of Land Management's plat maps and historical indices, historic fire insurance maps, rare books, local newspaper files and the "gray literature," which consists of unpublished papers and reports on archaeological surveys conducted in advance of construction activities.

PREHISTORY

The end of the last Ice Age was marked by major changes in climate across North

America. The cool and moist conditions of the late Pleistocene favored montane glaciers in the Sierra Nevada and pluvial lakes in California's low basins. One or more of the early archaeological cultures dating back 10,000-12,000 years, Clovis, Folsom or Plano, have been recognized by archaeologists in widely scattered locations across the state. Among the best known and nearest to the City of Williams is the Borax Lake site (CA-LAK-36) in the Coast Ranges to the west of Colusa County. Here, Clovis fluted projectile points have been recovered from excavations in a walnut orchard along the shore of Borax Lake, next to Clear Lake, which dates the earliest occupation at the site to 11,000 or 12,000 years before the present.

The so-called "Western Pluvial Lakes Tradition" (WPLT) presumably followed Clovis in California forming a single continuum lasting until about 8,000 years ago. WPLT sites and their artifacts suggest that the culture or cultures associated with them camped at places on or near former pluvial lakes, marshes or along stream channels. These ancient peoples depended on hunting and gathering, though there is an absence of grinding implements such as milling stones, which are found in the sites of later cultures.

In 1952, archaeologist Adan Treganza discovered literally thousands of crude stone tools eroding from cobble and gravel terraces at 40 streambed locations in the Farmington Reservoir area, east of Stockton. Many of the chipped stone specimens were made of an olive-green chert. The artifacts included choppers, crude plano-convex blades and bulky flake scrapers with heavy patination on the flake scars suggesting that the artifacts had considerable antiquity. Named, "Farmington Complex," archaeologists have since suggested that the cultural deposits may be best dated by their association with a distinctive stream terrace or bank deposit. On the east side of the Central Valley, archaeologist Eric Ritter and others associated the Farmington artifacts with the Modesto Formation or possibly earlier. Modesto terraces date back to the late Pleistocene Tiogra glaciation, which was a period when glaciers advanced to lower elevations in the Sierra Nevada. Ritter and others suggested that Farmington stone tools were left behind by people who lived sometime between 12,000 and 7000 years ago.

Other similar finds were later reported to the north of Farmington along the Sierra foothills edge east of Sacramento. On reviewing photographs of the artifacts from the Rancho Murieta locality of eastern Sacramento County, Southwestern archaeologist Julian Hayden remarked about the similarity of the Farmington artifact types with those of San Dieguito II from southern California and the Lower Colorado River area.

It would not be unexpected to find objects and sites of similar antiquity on the west side of the Central Valley in the Williams locality. D. L. True's 1980 study for the City of Williams Wastewater Disposal Facility summarized then known

regional prehistory by stating, "There is evidence of occupancy and utilization extending back in time perhaps as much as 5,000 years along the easternmost margins of the north coast range province." True continued by indicating that the archaeology of the Williams area is not well known and that little or no work up to 1980 had been published on this part of Colusa County. Archaeological surveys and test excavations had been conducted along the lower Funks Creek Drainage. Portions of the Oat Creek drainage had been inspected for archaeological resources. And much of the route of the West Sacramento Canal Unit had been surveyed.

In a 1993 study for a proposed apartment complex in Williams, Peak & Associates speculated that the most likely native use of the locality was by foraging parties from villages along the Sacramento River. Peak & Associates concluded that prior to the 1950s, there were few archaeological studies north of the Sacramento Delta region. Archaeologists assumed that the area reflected a variation of the delta archaeological sequence. However, subsequent field surveys by archaeologist Adan Treganza for the federal River Basin Survey program demonstrated that archaeological finds of the surrounding area more closely reflected those from areas to the north.

Other than the sparse "gray literature" (unpublished archaeological studies) on the Williams locality, published references on archaeological research for Colusa County are limited largely to sites along the Sacramento River. Reservoir salvage archaeology during the 1940s, 1950s and 1960s-1970s at Shasta, Trinity, Whiskytown reservoirs to the north, as well as other research, identified a post-Clovis-Folsom-Plano culture sequence from at least 6,900 years ago to the historic period. The most notable time markers for these archaeological cultures are projectile point styles, from the early broad-stemmed Borax Lake types that were probably used to tip darts, to the late period Gunther-barbed arrowheads of the Shasta Complex.

To the south, particularly among the large, deep village mounds along the Sacramento River, the delta archaeological sequence from the early Windmiller Pattern dating back 4,500 years up to the Augustine Pattern may be germane in understanding local prehistory of the region surrounding Williams.

Linguists using lexicostatistic glottochronology to reckon the length of time since two languages diverged from one another have aided archaeologists in reconstructing northern California prehistory. The languages spoken by the first Californians are unknown and may well be unknowable. Archaeologist Michael Moratto guessed that Hokan, Siouan and Algic stocks may have originated inland, while Yukian, Penutian, Salishan and Wakashan may have developed in the Pacific Northwest after 12,000 years ago–and some, perhaps before. There are suggestions in the literature that Hokan languages dispersed well before 10,000

years ago and, therefore, pre-Hokan languages may have been associated with cultures of the Western Pluvial Lakes Tradition and that the WPLT and its regional variants such as the Farmington Complex may have coincided with the emergence and initial differentiation of Hokan. Anthropologists generally accept the notion that speakers of Hokan languages were the first known major linguistic family to occupy northern California.

After the end of the last Ice Age, by 8,000 years ago, global warming, rising sea level and the warmer temperatures of the Altithermal period brought desert conditions to much of the American West. At that time, ancestral Penutian-speaking people may have occupied the Columbia Plateau or the northwestern Great Basin. However, Hokan groups likely occupied northern California almost exclusively before 6,000 years ago, except perhaps for a Yukian area in the North Coast Ranges.

From 6,000 to 4,000 years ago, it was the period of the mid-Altithermal in the Great Basin and lowlands of California. Geographic isolation and population shifts due in part to relatively dry Altithermal conditions in the Great Basin saw diversification in the Hokan stock. For example, by 4,000 years ago, proto-Shastan and proto-Pomoan languages may have emerged as distinct linguistic units.

By 4,500 years ago, however, peoples of the Penutian linguistic stock appear to have entered California's Central Valley presumably from the Columbia Plateau region. Altithermal conditions seem to have lasted until about 3,100 years ago, ending with an especially warm period. A cool and moist period of about 900 years followed the Altithermal. This subsequent Medithermal period brought improved climatic conditions to some areas. It was during this cool, moist period that groups speaking Penutian languages moved around and the languages diversified. Some occupied not only the Sacramento Delta region, but expanded into the hills on both the east and west sides of the Sacramento Valley. It may have been during this period that pre-Yokutsan speaking peoples settled in the Delta and northern San Joaquin Valley and incorporated into their culture at least some Windmiller Pattern traits whether through intermarriage, trade or other means.

Some scholars suggest that Wintuan and Maiduan languages diverged from a pre-Penutian speech community in the northwestern Great Basin or southern Columbian Plateau. This early relocation of Penutian groups appears to coincide with the distribution of wetlands.

Linguistic evidence suggests the entry of Wintuan-speaking people into northern California about 2,500 years ago. However, archaeological data suggest a later entry from the north, between the time of Christ and A.D. 500 and coinciding

with the early Augustine Pattern of the Central California Delta archaeological sequence. Wintuan people probably contributed such cultural items as the bow and arrow, preinterment grave pit burning, harpoons, flanged stone tobacco pipes and Gunther-barbed arrowheads. The Shasta Complex of the Redding area and the Sandhill Facies of the Colusa area probably reflect Wintun occupation. Archaeologists have estimated that Wintu speakers from the Cottonwood Creek vicinity began settling the upper Sacramento and Trintity rivers by 1,100-1,000 years ago; the Nomlaki began pushing west into the Coast Ranges and into former Yukian and Hokan territories during the same period.

ETHNOGRAPHY / NATIVE AMERICAN ETHNOHISTORY

Stephen Powers' 1877 volume, *Tribes of California* claimed that the Wintuan-speaking Patwin Indians held one of the largest native territories in the state. The City of Williams lies within that territory. Patwin country included the Long, Indian, Bear and Cortina valleys, the Sacramento River from Jacinto to Suisun, the Cache and Putah creeks into the Coast Ranges and across the Sacramento River along a narrow belt from a few miles below Stony Creek nearly to the mouth of the Feather River. Powers remarked that if all the extensive plains from Stony Creek to Suisun had been occupied, the Patwin population would have been immense. However, in winter there was too much water and in summer, not enough. There were no woods on the plains and in early summer, the gnats were unbearable. Therefore, the people lived along water courses, except during times in the winter months when they established hunting camps on the plains. The Patwin also had temporary winter camps along the edge of the tule swamps around the Sacramento while snaring waterfowl.

Powers was an educated adventurer who served as a correspondent for the *Cincinnati Commercial* during the Civil War. During the summers of 1871 and 1872, he tried his hand at writing about California Indians. Most of his writings were published as a serial in the *Overland Monthly*. In the editor's introduction to a 1976 reproduction of Powers' work, U.C. Berkeley archaeologist Robert F. Heizer wrote, "The anthropological value of Power's century-old observations . . . is substantial. Powers drew up the first general linguistic classification for California."

In the preface to his 1925 *Handbook of the Indians of California*, U.C. Berkeley anthropologist Alfred L. Kroeber wrote that after 17 years acquaintance with the native people of the state, he was compelled to assemble a "history" reflecting not a record of events, but a description of cultures as they appeared when first in contact with Caucasians. Kroeber was keen to acknowledge an appreciation of Stephen Powers " . . . as my one predecessor in this field."

Kroeber added depth to Power's description of the Patwin, to whom Kroeber applied the name, "southern Wintun." There was, according to Kroeber, a difference in linguistic dialects spoken by the southern groups whose main division was between the plains and the hills. There were even further minor divisions along linguistic lines within the hill and plains groups. Kroeber asserted that the Patwin or southern Wintun or "Win-tu" of the plains had permanent villages in the marsh belt along the Sacramento River. Apparently, these valley-dwellers left the river during the dry season to live along tributaries on the adjacent plains. The upland or hill people, on the other hand, lived in winter villages where the streams issued from the hills on the west side of the Sacramento Valley or along the streams on the high pediments of the western hills. During summer, they moved away from the water courses and into the hills or mountains.

Among the historic villages identified by Kroeber in Patwin territory along the Sacramento River north of Knight's Landing were (north to south): *Hololum*; *Djadji* and; *Vodol* (at Knight's Landing). On the west, along Cache Creek and to the north and west of Williams were the historic villages of (south to north): *Moso* (at Capay); *Kisi*; *Imil* (near Guinda); *Sicha* (near Rumsey); *Korina*; *Hame*; *Waikau*; *Medir*; *Todihi,* among others. All of the hill villages listed by Kroeber appear to be located west of the Williams planning area in the valleys of the first uplift of the Coast Ranges.

More recent linguistic classification divides the Wintun into three major divisions: northern or "Wintu," central or "Nomlaki" and southern (Patwin). These were all speakers of Wintuan languages belonging to the Penutian language family related linguistically to the neighboring Maidu, Miwok, Costanoan and Yokuts.

In the preface to a 1955 publication titled, *Studies of California Indians*, Kroeber acknowledged the unique contributions of naturalist C. Hart Merriam to our understanding of native life. The book contains those writings of Merriam that were closest to completion at the time of his death in 1942. Kroeber emphasized the importance of Merriam's "little monographs" on how the native people used the landscape around them, citing the topic of "distribution" in Merriam's notes on the "Wintoon."

Merriam wrote that the territory of the *Ko'-ru* or Colusa people (what the native people called themselves) extended from a point south of Princeton on the Sacramento River south to include what is now Meridian and Sycamore. The northern boundary of their territory was estimated as the boundary between Colusa and Glenn counties. From west to east, the Colusa people held the low-lying valley country from slightly east of Maxwell and Williams, east across the Sacramento River to the Marysville Buttes. The native people told Merriam that

the treeless part of the plain south from Delevan almost to Williams was a "no man's land" that on occasion formed a battleground between the *Ko'-ru* on the east and the *Choo-hel'-mem-sel* on the west. The *Choo-hel'-mem-sel* occupied a small area in the western foothills of the Coast Ranges. Merriam indicated that the *Pat'-win* proper extended from the southern boundary of the *Ko'-ru* south to Knight's Landing on the Sacramento River and a broad area on the west side of the river in addition to a narrow strip of land on the east side. *Pat'-win* territory south of Arbuckle, according to Merriam, extended to the foothills on the west.

Kroeber eventually identified 16 Hill Patwin tribelet centers and their satellite villages. Most of these were located in the hill region west and south of Williams. Tribelets were loose political organizations in the form of village communities that controlled specific territories. McKern described four types of permanent habitation structures in a village: the family house, ceremonial dance house; sudatory and; menstrual hut. All of these buildings were semi-subterranean earth-covered structures in elliptical form among the River Patwin and circular in form among the Hill Patwin.

The Patwin were hunters-fishers-gatherers. Along the Sacramento River, fish were captured in weirs and by nets. Sturgeon, salmon, perch, chub, sucker, hardhead, pike, trout and probably also steelhead were caught in nets. The people gathered fresh water mussels, as well.

On land, deer were sometimes taken by net. Tule elk, deer, antelope, bear, ducks, geese, quail, turtles and other birds and small animals were also taken. Predators such as grizzly bears and coyotes were taken for their skins and not for food.

On the open plains, sunflowers, alfilaria, clover and bunch grass provided seeds that were parched or dried then pulverized into meal. Oak groves were communally owned by the tribelet. Acorns were gathered in the fall, pulverized, leached and made into a thin gruel or bread. Bulbs such as *Brodiaea* and tule roots were baked or boiled; berries were eaten raw, dried and pulverized or boiled. In the Cortina region, salt was scraped from rocks or acquired by burning grass found on the plains. Each village had its particular food locations and the headman of each village assigned the different families to each gathering site.

History books recount the invaluable assistance of the Patwin, Chief Solano, as Mariano Vallejo's friend and lieutenant in dealing with the natives during Mexican dominance of California. Vallejo's military style of rule in the region continued until it began to erode as more settlers arrived. Substantial portions of Patwin territory were taken over by Mexicans and Americans who received title to large grants of land and others who claimed natural resources during the 1830s and 1840s. In the 1830s, explorers and trappers including Jedediah Smith and John Work traversed the western Sacramento Valley to find potential locations

for outposts or good trapping grounds. General Bidwell laid claim to land in the northern part of Colusa County in 1843. The Wolfskills and Vaca and Peña families settled along Putah Creek during the period 1840-1843. William Gordon settled along Cache Creek in 1843.

By the 1850s and 1860s, many of the Patwin who survived missionization, conflicts and epidemics brought by the White Man were either partly assimilated by the dominant American culture as ranch laborers or lived on small government reservations. By the early 1920s, the few Patwin remaining in their native territory resided in and around four communities in the Cortina and Colusa localities.

HISTORY

The objective of this section is to provide background on Williams' history that may be helpful in guiding its future. In recounting local history, the goal is specifically to increase a general understanding of the remnants of that history most of which survive as buildings and structures. The current section looks at events of the past with an emphasis on the period before 1960. The following section focuses on historical resources without, however, trying to identify and evaluate them in detail.

Exploration and Settlement

The threat of Russian dominance on the northwest coast of North America spurred Spanish exploration and settlement of Alta California. Spain was quick to install both secular and religious outposts along California's coast. However, it was not until 1808 when Lieutenant Gabriel Moraga led the first Spanish expedition into the Sacramento Valley.

By 1827-1828, Jedediah Smith and a company of fur trappers passed through the Sacramento area. Smith's expedition was followed by the first group of Hudson Bay Company trappers. In 1839, John Augustus Sutter followed the earlier precedent of Otto Von Kotzebue in sailing up the Sacramento River where he founded New Helvetia (Sutter's Fort).

The principal purpose of the early Spanish expeditions into interior northern California was exploration, to gather neophytes for the missions and disciplinary action against neophytes who had run away from the missions. These early incursions into the interior were documented in formal reports. During the period, 1820 to 1840, however, expeditions were both formal and informal raids to quell uprisings, as well as to recapture runaways from the missions and recover stolen

livestock.

The final years of Spanish occupation and the two decades of Mexican rule were in many respects an untroubled, romantic period. Three institutions dominated the scene: the presidio, an army post; the pueblo, consisting of agriculturalists transplanted from older frontier locales and; the mission, where neophytes from various Indian tribelets were forced to abandon their hunter-gatherer-fisher way of life and adapt as laborers to a pastoral and agricultural existence. It was during this period that the good padres experimented with many different crops including grains, which they found to flourish under California's Mediterranean climate.

After secularization of the missions in the mid-1830s, the Indians lost their shares in the mission lands. A few found employment on the *ranchos.* Some returned to the missions. But most ventured inland to take up their former way of life. Grain cultivation languished in the period after secularization of the missions, as *rancheros* had even less labor at their disposal than the friars.

The discovery of gold at Coloma in January, 1848, set in motion a sequence of forces that quickly changed the northern part of the state. By May of that year, gold fever gripped the country. The cry of "Gold, gold from the American River" started the rush. Coastal towns like San Francisco, San Jose and Monterey were all but stripped of their population. By the end of the year, an estimated 8,000 to 10,000 had flocked to the gold fields. Another 40,000 came in 1849. In 1850, the migration was just as great, although the rigors of primitive travel and disease such as the cholera epidemic at Sacramento were worse.

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 in 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 was probably not the first to find that store keepers were more likely to profit than the diggers for gold. Williams wisely invested his earnings in livestock, then made his first trip to west side of the Sacramento Valley.

In Spring Valley, Williams raised wheat and barley experimentally. In 1854, Williams moved to the present site of the City of Williams to continue farming. It was during that same year, 1854, that Joseph S. Gibson settled nearby.

Other early settlers in the immediate vicinity of Williams included James L. Howard and Charles Denmark. However, William Henry Williams became the

principal owner of lands encompassing what ultimately became the City of Williams (Fig. 2). From Government Land Office records, it is apparent that Williams purchased or received homesteaded land granted to veterans of the War of 1812 as well as the Mexican War. In 1863 and 1864, several homesteads were recorded as transferred to W. H. Williams. It was not an uncommon practice of the day to seek out a veteran or veteran's heir to homestead a desired property with the promise of immediate purchase. Eight hundred dollars in gold coin in exchange for 160 acres would have been attractive to James M. Harbin who mustered out as a private in Captain Owen's Company of California Volunteers, or to Catherine Morton, the widow of James Morton who also mustered out as a private.

Although grain farming in California was pioneered by the mission padres, grain farming in the 1850s was a direct outgrowth of Sutter's cultivation of vast fields of wheat just prior to the gold rush. A local market was created by hungry miners, which spurred a "back-to-the-farm" movement. The Sacramento and San Joaquin valleys provided the lands first brought under cultivation, although the San Joaquin became the center of the state's wheat belt. Dry summers allowed a late harvest, which made the wheat very dry and hard–ideal for shipment to distant markets. Rapid expansion of California wheat production between 1850 and 1860 was due principally to the invention of the McCormick reaper, which replaced harvesting by hand.

California was changing from the largely pastoral economy under Spanish and Mexican rule to agriculture driven by expanding wheat production. The droughts of the 1860s furthered the expansion of grain fields and vineyards at the expense of the cattle and sheep industry. By 1872, the trend supported public opinion in favor of a "no- fence law" that placed responsibility for protecting crops squarely on the cattlemen.

The Establishment of Williams

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 planning for which began with statehood. The first passenger service was offered by the Sacramento Valley Rail Road, a short line between Sacramento and Folsom. By 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, a short line subsidiary of the Central Pacific, would link agricultural communities on the west side of the Sacramento Valley. Knowing of the railroad's plans, William H. Williams advertised town

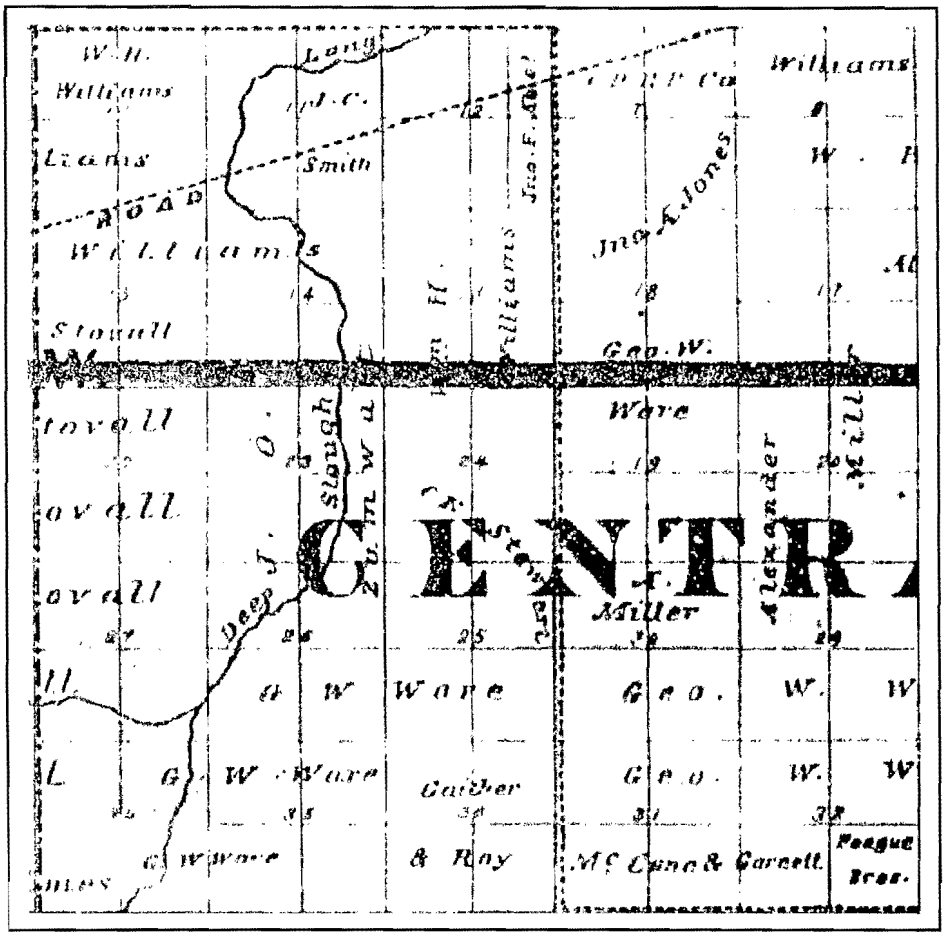

Figure 2. In 1874 large ranches dominated what was to become the Williams area. Source: 1874 Colusa County Map.

lots of 125 by 150 feet each with 32 lots per block. In February, 1876, after laying out the town, Williams circulated maps showing the advantages of living there. As tracks were laid from Arbuckle northward, lots were sold and buildings were quickly put up. During that same year, Williams had his home constructed of bricks hauled by wagon to the location from Marysville.

Workmen completed the tracks to Williams and the first train arrived on June 23, 1877. The new town, at first named "Central" then changed to "Williams," continued to grow even after its year-long status as the railroad's terminus. The initial hastily constructed buildings were replaced by substantial business structures and homes made of brick. The town quickly became a shipping point for grain. Constructed in 1876-1877 near the tracks in Block 50 between F and G streets was J.C. Stovall's large wood frame warehouse with a capacity of 15,000 tons. On the opposite side of the tracks in Block 47 on the corner of the railroad and F Street was William H. Williams' brick warehouse of 10,000 tons

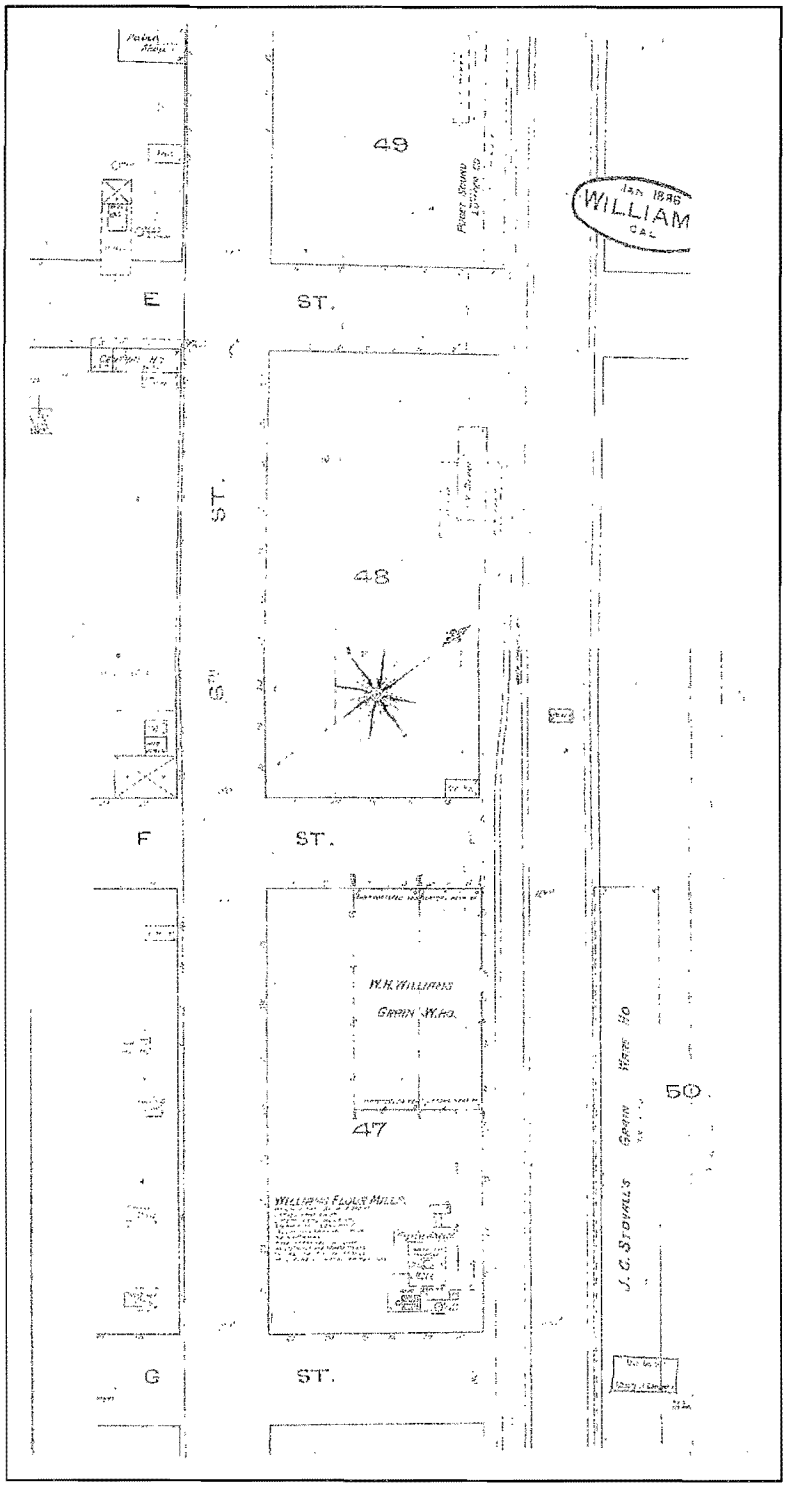

Figure 3. William's industrial district along the railroad tracks. Source: 1886 Sanborn fire insurance map.

capacity. On the G Street and railroad corner of the same block was Williams Flour Mills constructed from wood in 1878 by Stovall, Williams, Zumwalt, Eakle and Stanley (Fig. 3).

On Block 48 fronting the tracks was the depot building and platform and an ice house. Other commercial buildings included Nickerson's Restaurant and French's Hotel.

By 1886, the town supported small clusters of commercial enterprises. Stock yards, a paint shop and the Central Hotel occupied the blocks along 6th Street opposite the grain warehouses, mill, railroad station, ice house and the Puget Sound Lumber yard. The Crutcher & Manor Block at the corner of 7th and E streets included a druggist, post office, two millinery shops and a general merchandise store (Figs. 4 and 5). Directly across 7th Street from Crutcher & Manor was the Bummelsburg Building. Diagonally across 7th from Crutcher & Manor was the Williams Hotel, which also housed variety and hardware stores and a bar and billiards saloon. Williams Foundry and Machine Shop was located at the corner of 7th and F streets.

In the next block, 8th Street north of E Street was a livery, blacksmith, wheel wright and meat market. South of E Street on 8th were three saloons, a blacksmith, harness maker, cobbler, a dress maker, the Western Hotel and R. Wright's Livery and Feed store. A few of the town's residential dwellings were located near the flour mill. However, most of the residences were in the west part of town.

From the beginning, a number of fires ravaged Williams. On January 5, 1877, before the railroad was completed to the town, Nickerson's restaurant was destroyed. However, the fire was stopped before it ruined French's Hotel and other buildings. Just before the train first arrived that same year, a lamp exploded in the Odd Fellows Hall in the floor above Hyman & Sussman's general store and the entire building succumbed to flames. The fire spread to Hudson & Boardman's livery stable, Nelk's wagon shop and Cole's blacksmith shop across the street before it was put out.

In November of the following year, an entire block of buildings on the east side of the railroad tracks was destroyed by fire. Originating in Johnson's livery stable, the fire consumed Kimball's saloon and Tim Ready's blacksmith shop.

In 1881, a fire started at the rear of Parker's Saloon, destroying the building as well as three other saloons and Glover's harness shop.

A more devastating fire hit the Crutcher & Manor store in November, 1883. It began in Stanley's building, spreading to Crutcher & Manor, Chamberlain's

Figure 4. Crutcher and Manor Block. Source: Rogers' *Colusa County: It's History Traced from . . .*

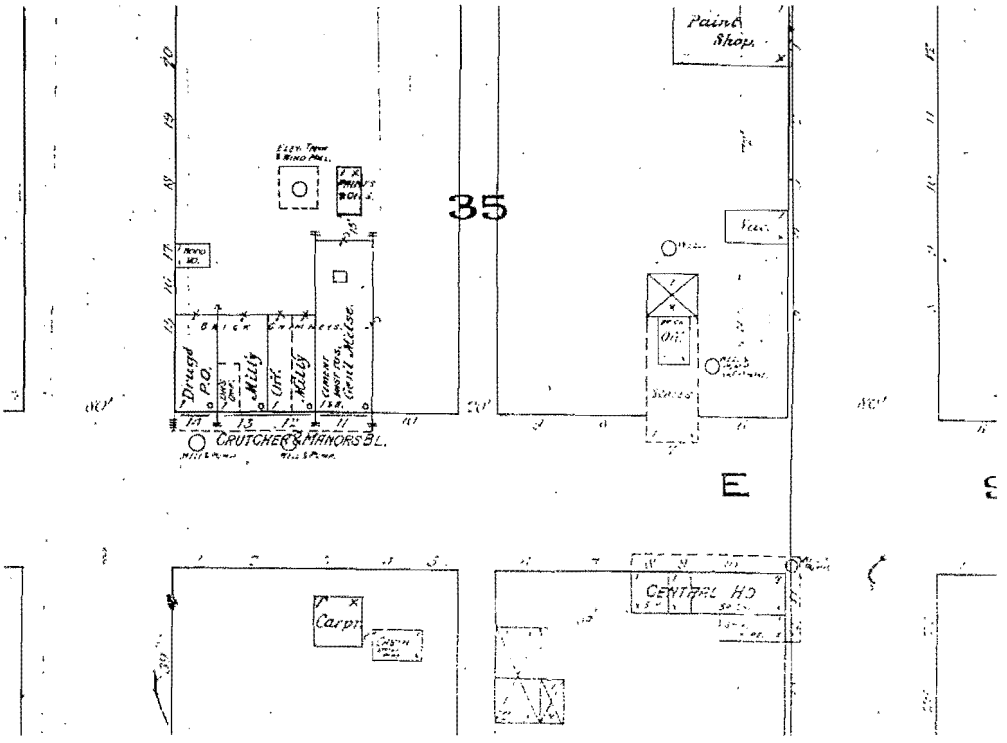

Figure 5. Crutcher and Manor Block. Source: 1886 Sanborn fire insurance map.

variety and post office, Dr. Rickey's office, Fouch Brothers drug store, Darnell's boarding house, Duncan's harness shop and Mehl & Lunx's boot store. Crossing the street, the fire also consumed Miller's building, Classen's building, Williams' millinery store, Kimball's tin shop and hardware store, Long's millinery store and dwelling and Dr. Crowder's home and barn.

In July, 1885, a fire started in William Miller's brick stage stable and quickly spread to Hannah's saloon, Peter's blacksmith shop, Nelk's wagon shop, Chamberlain's variety store and the new post office. The grain stubble next to town also caught fire and burned three miles northwest. The Central Hotel burned in the following year.

Despite the devastation from fires, Williams continued to grow. Late in 1887, S. H. Callen and his wife, one of William H. Williams' daughters, started a local newspaper, the *Farmer*. During this same period, the Catholic church was built at 8th and F streets. The Methodist church was constructed nearby at 9th and G streets.

By January, 1890, the Stovalls joined with the Wilcoxens and J.R. Shelton to form the Stovall-Wilcoxen Company. Wheat and the railroads supported that growth. In an early day, Colusa County became foremost in wheat production of all counties in the state. Because of its hard, flinty quality, California wheat shipped well. Wheat not only found local and regional markets, but was exported to areas handicapped by the Crimean War and the American Civil War, as well as to Japan, China, the British Isles and continental Europe. Wheat was "king" and the railroads provided the most efficient means of getting the grain to market.

In the mid-1870s, Wilcox and Stovall controlled vast tracts of land on the west side of what became the City of Williams. William H. Williams owned acreage at the future site of the city, and the country to the northwest and northeast. George Ware was the other large landholder in the area, controlling a tract to the south.

The only true Big Business in California during the 1870s was the railroad. The Central Pacific had acquired alternate sections of land along the Northern Railway's route, which gave the railroad status as "the other" large landholder. Despite the success of grain farming in Colusa County generally, the railroad overshadowed all other enterprises in the state and wielded enormous influence on government. By arbitrary manipulation of freight rates, it could make or break most any businessman or farmer in the state until public outrage finally brought government regulation.

Wheat and other farmed cereal crops comprised the first great advance in California agriculture. The second important advance was irrigation.

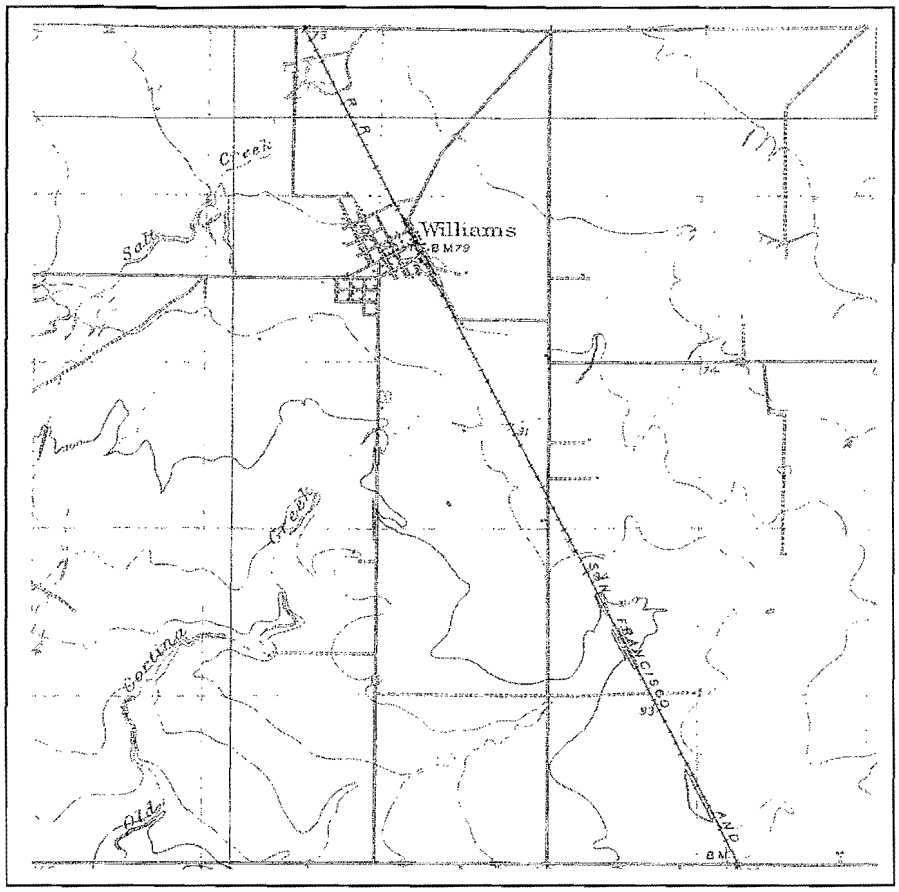

Figure 6. The town of Williams in 1907. Source: 1907 USGS Colusa quadrangle.

Construction of irrigation canals and the decline of wheat prices toward the end of the century favored the breaking up of some of the larger land holdings for settlers to grow orchards and vineyards. Passage of California's "Wright law"clarified water rights and led directly to the formation of the Central Irrigation District in November, 1887. In 1889, the San Francisco Bridge Company began excavation of a 70-foot wide canal from the Sacramento River to a point midway between Williams and Arbuckle. The new canal five miles west of Williams allowed for lateral ditches to carry water to lands away from the main canal. The availability of surface water for agriculture provided potential for diversifying crops that coincided with falling grain prices toward the end of the century. A number of 20-acre tracts around Williams were devoted to vineyards.

By the early 1890s, Williams had the social amenities that accompanied a two story brick school house, two churches and an opera house. To accommodate tourists seeking the healthful waters of Bartlett, Wilbur, Alan's, Cook's, Fouts, Sulphur, Hough and Blanck springs in the hills west of Williams, two stage lines

offered scheduled trips. A stage also made the round trip between Williams and Colusa.

Continued Growth and Development

Before the first World War, California experienced an agricultural expansion that equaled that of the Great Plains in an earlier day. However, California agricultural growth was not based on the sweat of hardy pioneers, but on further advances in machinery, techniques of production and scientific discoveries.

The early 1900s brought continued modest growth to Williams, a small community still surrounded by grain fields (Fig. 6). As the American frontier was deemed officially closed, more emphasis was placed 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 home to the Sacramento Valley Museum.

In 1912, C. K. Sweet established the Williams water works. Before its establishment, every house had a well from which water was pumped by windmill. Cook and Bartlett maintained mineral water depots along the railroad tracks.

Wheat boomed briefly during World War I, although by this time, the crop had been largely replaced by barley. By 1918, Williams was the second largest town in Colusa County with a population of 1,000. The town boasted of electric lights, its new water works and more paved streets than any other town its size in the state. George C. Comstock Company, Inc. located one of its largest department stores there. California as a whole experienced practically uninterrupted prosperity.

By 1924, commercial enterprises had filled many of the previously empty lots on both sides of E Street from the railroad tracks west to Walnut Street (the old county road) (Fig. 7). The old Crutcher and Manor Block had been rebuilt and expanded to include hardware stores, in addition to drugs and general merchandise. Across E Street from the old Crutcher and Manor location, what was a vacant block with only a carpenters shop facing E Street filled with a bank, barber shop, public library, telephone company, garage with a capacity of 25 automobiles, print shop and offices. Along 7th Street south of E Street there was a movie theater and dance hall surrounded by garages and auto parts store and service station. The automobile age had arrived. As the nation, California experienced a dramatic culture change with the automobile. Williams was no different. Harness shops, stables, blacksmiths and related businesses had disappeared.

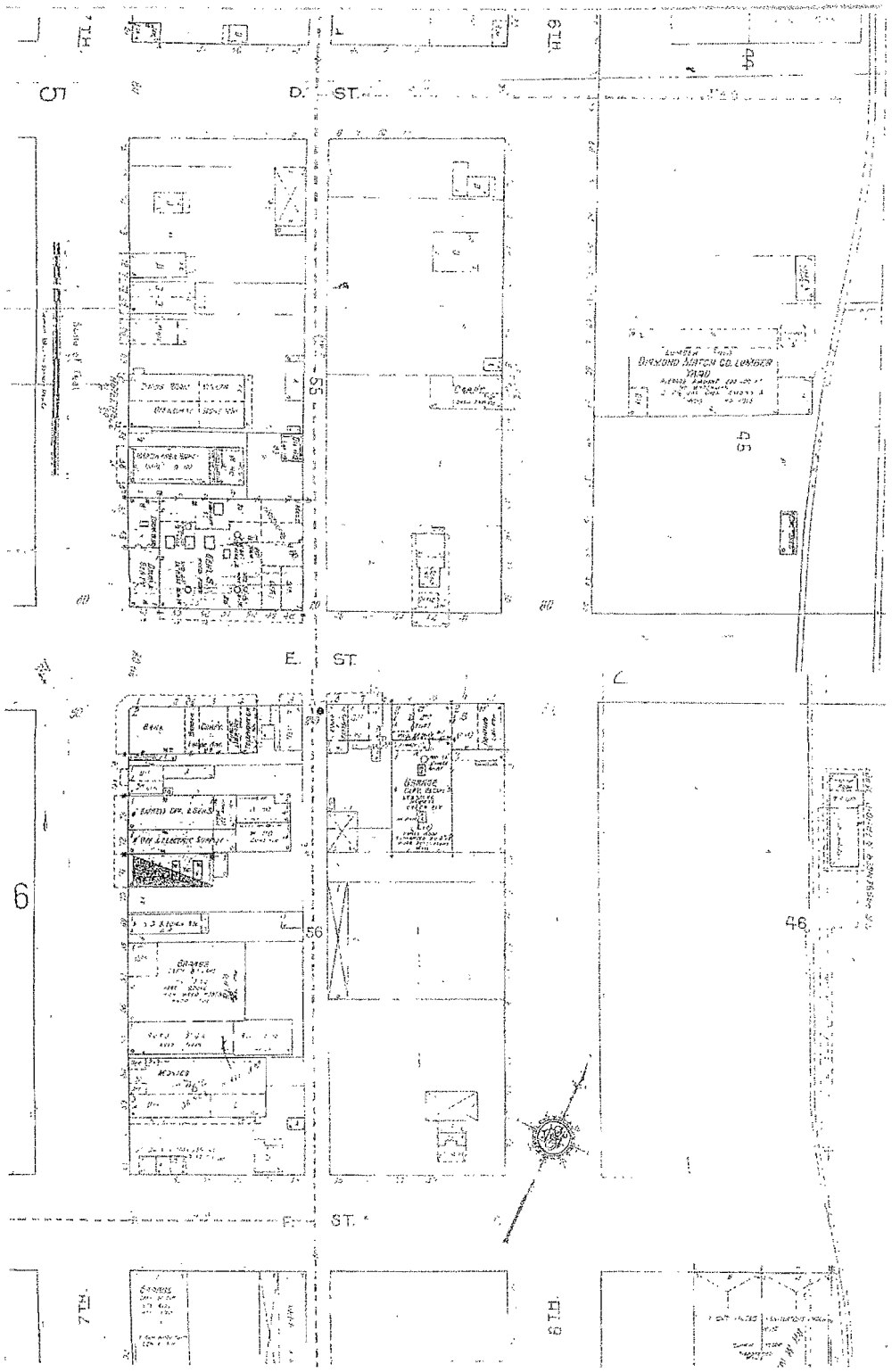

Figure 7. East part of downtown in 1924. Source: 1924 Sanborn fire insurance map.

However, the rural character of the town remained intact. De Pue had taken over the old Stovall grain warehouse along the railroad tracks. The William H. Williams grain warehouse on the opposite side of the tracks had become the Farmers' No. 2 Grain Warehouse. Along the tracks north of E Street, the Farmers No. 1 Grain Warehouse with a capacity of 15,000 tons dominated the scene.

It was during this period that Fredric G. Redinger II, agent for the R.P. Sherman Company, was instrumental in subdividing 5,200 acres of the Stovall Ranch into small tracts. This brought the first diversified farming to the Williams locality. In 1935, Redinger donated land for the city park.

The precise impact of the Great Depression of the 1930s on Williams is a matter for a future, more in-depth history of the city. Suffice it to say, the depression was caused in part by the stock market crash. The young Federal Reserve, as well as the banks, had monetary and credit challenges. It was not inflation, but deflation that was the problem. The loss of international trade played a key role. If the U.S. had not raised tariffs and if Europe had not collapsed in the 1930s, the country would have had a trading partner to help keep the economy going.

Historians recognize that part of the issue centered around the challenges associated with the transition in this country from agriculture to industry. Part of the problem was the weather that created the Midwest dust bowl. The deepest issue was naive government intervention inspired by socialist or fascist models overseas and lack of faith in the marketplace.

Despite the depression, the older residential blocks in Williams continued gradually to fill (Fig. 8). In 1938, construction of the new city hall was completed. From September, 1939 onward, however, it became increasingly apparently that the United States would enter World War II. It was fortunate that California already had in place a number of requisites needed to support modern warfare. Therefore, few crops were curtailed. Instead, from 1939 to 1944, there was a three-fold increase in agricultural production in terms of dollars. However, the war years were not without local problems. Talks at the Williams Farm Center meetings revolved around the shortage of farm machinery. There were other concerns such as how to purify water in the event that the town's water supply was cut off.

With the dramatic rise of California's agricultural production during the war, it is easy to see why, during the early post-war years, rice farming boomed. In 1947, the rice crop was the largest 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 a 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.

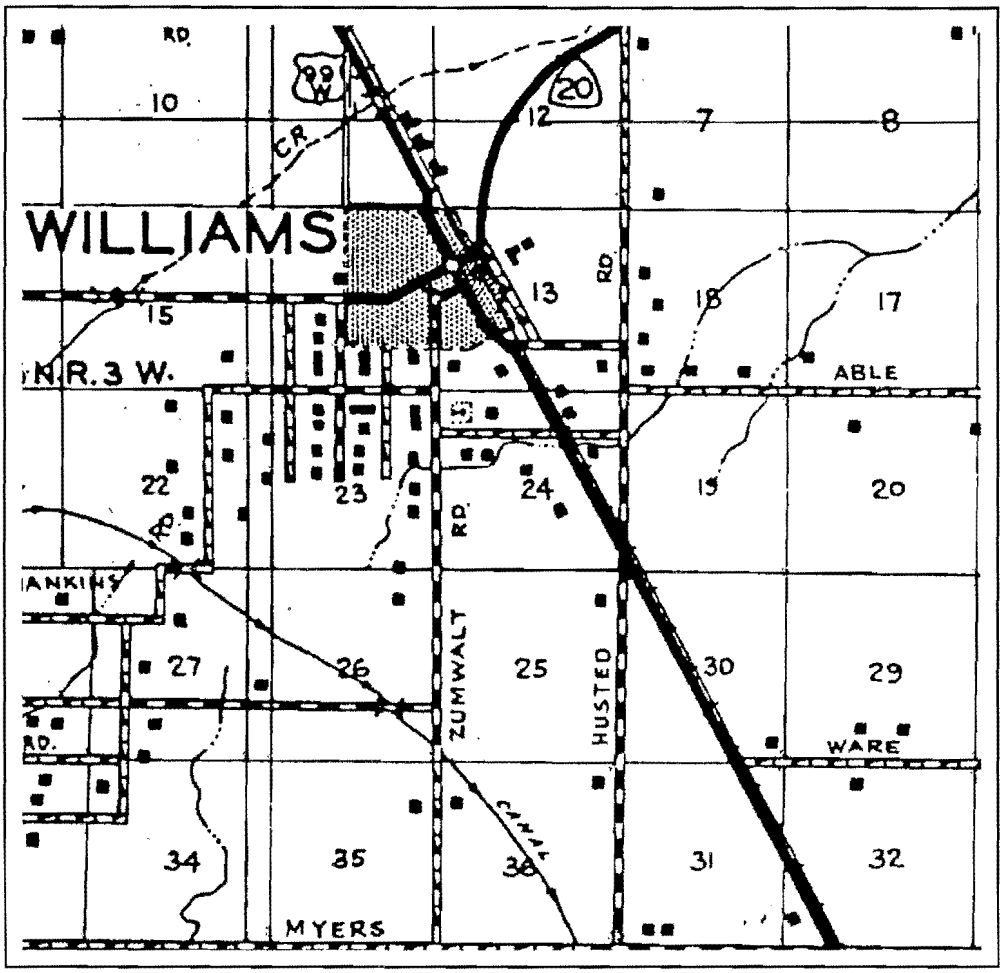

Figure 8. 1946 map of Williams area. Source: Thomas Brother's Map of Colusa County.

In 1955, construction began on William's new high school.

California experienced unparalleled prosperity in the 1950s. The Age of the Automobile probably reached its zenith during this period. Highway 99W in Williams was lined with motels, gas stations, repair facilities and drive-ins. In March, 1950, the *Williams Farmer* reported on plans to construct a new drive-in theater on the south side of Williams. By the mid-1950s, local advertisers included the El Rancho Motel, Motor Lodge, Williams Garage, Depew Body Shop & Garage, Crossroads Inn, Rogers & Lausten's Shell Station, Richfield Service Station and Scebold Associated Service Station. By the early 1960s, Highway 99W through Williams was lined with store fronts and signs advertising A&W Root Beer, 7UP, Mobile, Shell, Standard Oil, Bank of America, cafes, motels and bowling.

Figure 9. West side of 7th Street between E and F streets circa 1956. Source: 1956 Sundial yearbook.

Later growth in Williams has not proven entirely beneficial for the city's historical resources (especially buildings and structures 50 years old or older). The route through town of old Highway 99W is largely stripped of the once familiar landmarks such as the A&W Root Beer stand, the Shell and other gas stations and related businesses. Construction of Interstate 5 probably had much to do with the demise of many businesses associated with the automobile culture along 99. However, some of the landmarks remain.

Williams' older residential neighborhoods have also been impacted. New homes and apartments have been put up next to historic Victorians. On the southwest edge of town a new subdivision presses against the back side of historic homes with E Street addresses. However, commercial buildings downtown along E Street and spilling over onto side streets, particularly 6th and 7th streets, have avoided drastic redevelopment. The exception is the industrial area on the east side of 6th Street north of E Street and on the east side of the railroad tracks both north and south of E Street where new motels, coffee and dining facilities have been put up.

In the core area of downtown, alterations to the remaining historic buildings have been largely in store fronts on the street level (Fig. 9). In the late 1800s, fires took many of the significant early commercial buildings. Therefore many of the remaining buildings date no earlier than the early 1900s.

Most of the new housing lies on the east and northwest sides of town. However, some new housing is filling vacant lots in the older parts of Williams. Gone now

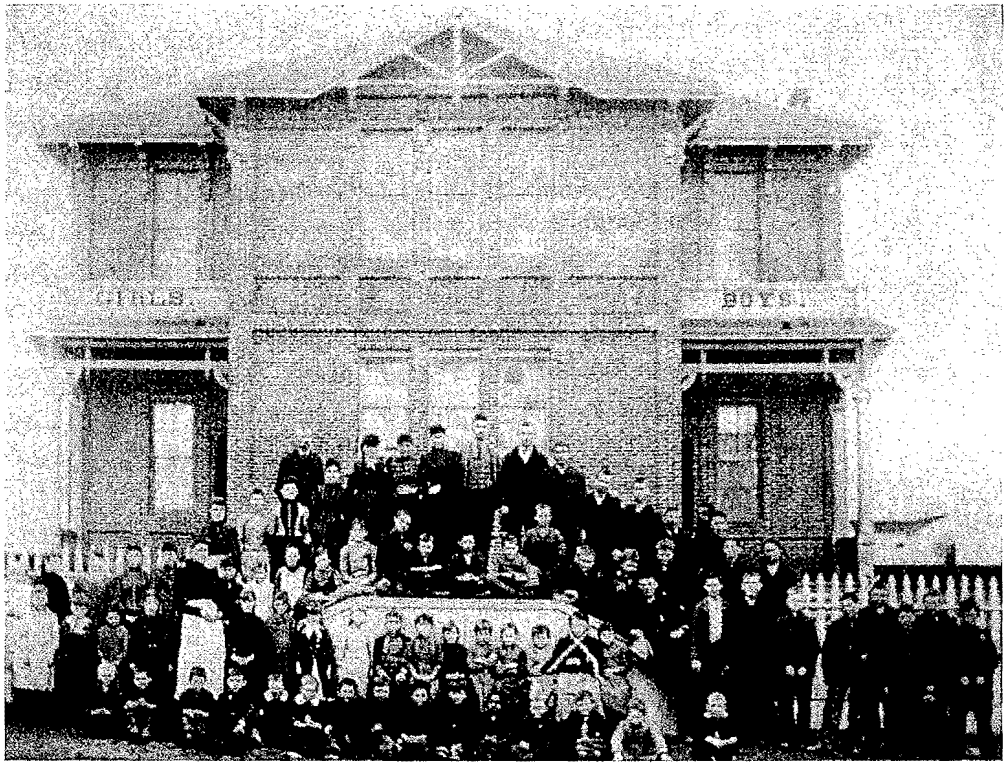

Figure 10. Williams Public School on C Street. Source: Sacramento Valley Museum collections.

are the railroad depot, much of the original Crutcher and Manor Block pictured in Roger's 1891 *History of Colusa County*, the brick schoolhouse on C Street between 8th and 9th streets (Fig. 10), the William H. Williams brick warehouse, the drive-in theater and other landmarks dating from the 1870s to the 1950s.

RECORDS SEARCH RESULTS

The California Office of Historic Preservation contracts with universities, museums and Indian tribes across the state to maintain archives of mainly unpublished technical reports on archaeological and historic building surveys. Each repository or "information center" maintains not only copies of technical reports but a database of maps showing the extent of previous cultural resource surveys and written records on standardized forms documenting individual objects, sites, buildings, structures and historic districts. The information centers encourage documentation of objects, sites, buildings, structures and districts that are 45 years old or older. Cultural resource professionals who conduct inspections or "surveys" of properties to identify archaeological and historic resources have a standing agreement with the information centers to provide them with record forms and technical reports upon completion of their studies.

Each information center has a specified territory. The Northwest Information Center houses all such records for Colusa County. The information center operates under the umbrella of Sonoma State University, Rohnert Park.

The Northwest Information Center provided a records search for the City of Williams General Plan update (see Appendix A). As a result of that search, information center staff indicated that only eight previous cultural resource studies had been conducted within the 25 square mile Williams planning area. From the results of these surveys, only two cultural resources (45 years old or older) were identified on record forms distributed by the California Office of Historic Preservation: P-06-000284 (California Northern Railroad route) and P-06-000615 (two intact wooden power poles with intact glass insulators).

In addition to these two historic structures, information center staff identified six bridges located within the City of Williams planning area. None were considered to be significant cultural resources.

- Bridge No. 15-0022, a concrete slab built in 1959 on State Route 20 at Salt Creek;
- Bridge No. 15-0030, a concrete T-beam bridge constructed in 1930 on State Route 20 at Salt Creek;
- Bridge No. 15-0082, a concrete culvert with no date of construction on State Route 20 at Salt Creek;
- Bridge No. 15C0086, a concrete T-beam bridge built in 1930 on old Highway 99W at Salt Creek;
- Bridge No. 15C0101, an undated concrete slab on East Camp Road at Salt Creek;
- Bridge No. 15C0116, a 1920 concrete T-beam bridge on Freshwater Lateral at Salt Creek.

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

- 439 10th Street: Residence constructed in 1925.
- 460 10th Street: Residence constructed 1925.
- 441 9th Street: Residence constructed 1900.

- 1491 E Street: Williams High School, constructed 1911.
- 834 North Street: Residence constructed 1905.
- 1201 State Route 99W: Building constructed 1889.
- Bridge #15C000, Wilbur Springs Road, constructed 1910.
- 3375 Wilbur Springs Road, Wilbur Hot Springs Resort constructed 1875.
- Bridge #15-0030, State Route 20, constructed 1930.
- State Route 20/Salt Creek Road, constructed 1920.

The buildings at 439 10th Street, 460 10th Street, 441 9th Street, 834 North Street, 1201 State Route 99W, the resort complex at 3375 Wilbur Springs Road, Bridge #15C000 on Wilbur Springs Road and State Route 20/ Salt Creek Road were all determined not eligible for the National Register of Historic Places by consensus through the National Historic Preservation Act, Section 106 review process. However, these buildings and structures were not evaluated for the California Register of Historical Resources eligibility or for local (City of Williams) listing as a significant historical resource.

The 1911 high school was noted as "appearing eligible" for the National Register or California Register as the result of a specific survey for cultural resources back in the 1980s. The old high school is listed as a California Point of Historical Interest. However, the listing was made prior to 1998 and, therefore, it needs to be re-evaluated using current standards.

Bridge #15-0030 was identified during a reconnaissance level field survey and was not formally evaluated for the National Register of Historic Places or the California Register of Historical Resources.

NATIVE AMERICAN CONSULTATIONS

The Native American Heritage Commission responded to the consultant's request for a sacred lands file search with a brief letter report dated January 27, 2010. The report indicated that a search of the commission's files failed to identify any Native American cultural resources located within the planning area. The letter report also included a reminder that Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the

Native American Heritage Commission for the purpose of protecting and/or mitigating impacts to cultural places. The commission's staff included with the letter report, a consultation list of tribes with traditional lands or cultural places located within the General Plan boundaries (see Appendix B).

The list included 18 contacts located in Brooks, Colusa, Elk Creek, Orland, Oroville, Wheatland and Williams. On February 25, 2010, the consultant mailed a letter to each contact in an effort to solicit information on any known sacred, ceremonial or other sites of importance to Native Americans. To date, the consultant has received two responses.

Mr. Marshall McKay, Tribal Chairman, Yocha Dehe Wintun Nation responded by letter on March 3, 2010. In the letter, Chairman McKay indicated that the tribe was not aware of any Native American cultural resources on the site. The chairman noted that the tribe has a process for handling Native American cultural resources and graves should the city require its services. Mr. McKay also suggested that a tribal monitor is available should one be needed during ground disturbing activities. Mr. McKay requested that a copy of the new General Plan EIR be sent to the tribe (specific contact person and address can be found in Mr. McKay's letter reproduced in Appendix B).

The second response was a letter from the "EPA Department" of Enterprise Rancheria, Oroville, dated March 26, 2010. The tribal representative did not respond to the question regarding knowledge of Native American cultural resources within the Williams planning area. Instead, the response focused on a description of services provided by the tribe, specifically tribal monitors to oversee projects where ground disturbing activities are anticipated and a request that all cultural resource found in the area be turned over to the Enterprise Rancheria (see Appendix B for a copy of the original letter).

With respect to the General Plan update, Government Code §65352.3 only requires local governments to consult with Native American tribes before the adoption or amendment of a general plan or specific plan proposed on or after March 1, 2005.

The Governor's Office of Planning and Research recommends that local government should send a written request to the Native American Heritage Commission asking for a list of tribes with whom to consult at the earliest opportunity. A tribal consultation list request form is available on the Native American Heritage Commission website. A sample form is also available from the Office of Planning and Research (OPR).

OPR's Tribal Consultation Guidelines provide the following suggestions:

1. All written requests should be sent to the Native American Heritage Commission via certified mail or by fax.

2. Requests should include the specific location of the area subject to the proposed action, preferably with a map clearly showing the area of land involved.

3. Requests should clearly state that the local government is seeking information about tribes that are on the "SB 18 Consultation List."

4. The Native American Heritage Commission contact information is:

   Native American Heritage Commission
   915 Capitol Mall, Room 364
   Sacramento, CA 95814
   Phone: 916-653-4082
   Fax: 916-657-5390
   http://www.nahc.ca.gov

There is no statutory deadline for the commission to respond to the request. For this reason, OPR recommends an early submittal. However, OPR also recommends to the commission that it respond to such requests within 30 days.

Once a tribal contact list is received from the commission, local government should contact the appropriate tribe(s) and invite them to participate in the consultation. OPR recommends that tribe(s) should be contacted upon receiving the list. OPR also recommends contacting tribe(s) by certified mail with return receipt. OPR's Tribal Consultation Guidelines outlines the recommended contents of the written solicitation (Office of Planning and Research 2005:14-15).

Only if a tribe or tribes are identified by the commission and if that tribe or tribes request consultation after having been contacted by local government, must the local government consult with the tribe(s) on the proposed plan (Government Code §65352.3). Each tribe has 90 days from the date it received local government's notification to respond and requests consultation (Government Code §65352.3(a)(2).

According to OPR's guidelines, written notice to tribe(s) does not preclude other means of communication. OPR's guidelines also detail other aspects of the consultation process. The consultant recommends a review by local government of any updated information on the tribal consultation process by contacting the Governor's Office of Planning and Research.

Tribal consultation is a government to government responsibility and cannot be

assumed by the consultant. Therefore, the consultant contacted Native Americans only for the purpose of soliciting information on known or suspected Native American cultural resources that may be located within the planning area.

NATIVE AMERICAN ARCHAEOLOGICAL RESOURCES

Just as no Native American cultural resources were reported by the Native American Heritage Commission or by the tribes consulted, no Native American archaeological resources were reported by the Northwest Information Center, California Historical Resources Information System. However, the lack of documented prehistoric or historic Native American sites on file at the commission or information center does not mean that Native American cultural resources do not exist within the City of Williams planning area. In this particular case, the dearth of documented archaeological sites may well reflect in part the lack of previous cultural resource studies conducted in the area.

COMMERCIAL AND INDUSTRIAL RESOURCES

Williams has perhaps 40 commercial buildings remaining from the period before 1960. Nearly all are arranged along 7th Street north and south of E and along E Street west of the tracks. Some are located along old Highway 99W on both the north and south sides of the city. The number of industrial buildings and structures may be similar. Most of the latter are scattered along the railroad tracks.

The downtown commercial buildings form a fairly coherent district. Many appear to have been put up in the first half of the 20th century (Fig. 11). Some appear as one building owing to the fact that they are abutted against one another. However, they were constructed as separate buildings. Empty lots are not uncommon. A comparison of Sanborn fire insurance maps from various periods and the history of numerous fires in the 1800s tell the tale. Where an entire block of buildings once existed, as in the Crutcher and Manor Block on the north side of E Street at the corner of 7th, there remains Fouch & Son Pharmacy and the remnant of a brick wall extending to the alley.

Most of the downtown buildings rise no more than two stories. Many do retain much of their original detailing above the street-level store fronts. However, alterations of buildings at street-level are evident (Fig. 12). For example, the Garrison building on the corner of E and 6th Streets retains its window openings. However, the central door, which once led to an automobile garage in the rear is substantially altered. Along 7th Street, store entryways, windows and awnings all show alterations. A few new structures in the downtown area went in, and a few

Figure 11. Commercial buildings on east side of 7th Street between E and F streets are much the same today as illustrated in the 1924 Sanborn map.

Figure 12. Buildings on west side of 7th Street between E and F streets, like those on the opposite side of the street, show alterations to the street-level store fronts.

Figure 13. DePue/Stovall grain warehouse, 602 5th Street. Probably the oldest industrial building in Williams.

older ones were taken out. Gone, for example, is that portion of the Williams Hotel that occupied the southwest corner of 7th and E streets.

Outside downtown, older commercial buildings stand alone and usually do not make much of an impression. One exception is the El Rancho Motel along old Highway 99W on the south side of town with its Spanish eclectic architecture. Other motels were put up along old Highway 99W on the north side of town. The Capri Motel (the old Williams Motel) is representative of a Contemporary flat-roof style derived from an earlier International Style. The Capri-type construction was popular during the period, 1950-1970. The motel's original intricate street-side advertisement has been replaced by simple, single steel pole supported sign.

Williams' industrial section lies primarily along both sides of the railroad tracks. Most notable is the old DePue/Stovall grain warehouse on the east side of the railroad tracks (Fig. 13). The DePue/Stovall building is clad in vertical wood boards with a corrugated metal truss roof. A railroad siding parallels the building's west side. Back in the late 1800s, the east side of the building was bounded by 5th Street, beyond which lay grain fields. Today, modern commercial development is encroaching from E Street on the north.

Figure 14. The Methodist Church at the corner of 9th and G Streets.

A more modern complex of grain elevators, the De Pue Warehouse, Azevedo Facility, is located on the east side of the tracks at 401 C Street north of E Street. Just prior to 1900, the west side of the tracks was home to the railroad's passenger and freight depot, ice house and the West Valley Lumber company. On the opposite (east) side of the tracks were Chinese laundries and boarding houses. Gone is the railroad passenger and freight depot, ice house and other contemporary structures replaced in part by modern commercial development.

INSTITUTIONAL RESOURCES

Williams retains a number of civic and religious buildings constructed in the 1950s and earlier. The Methodist Church on the corner of 9th and G streets may be the oldest of the remaining historic civic and religious buildings in Williams. A wood-frame, simple Victorian structure, the church front entry is at the base of the spire-topped steeple. The church was constructed in the 1880s. Its setting includes Victorian Style homes in the immediate neighborhood.

The high school built on E Street in 1911 at the west edge of town is now the home of the Sacramento Valley Museum. A Neo-classical design, the old high school building stands out in its immediate setting of relatively large Victorian homes with its Turkish-like onion dome (Fig. 15). Across the street is the modern

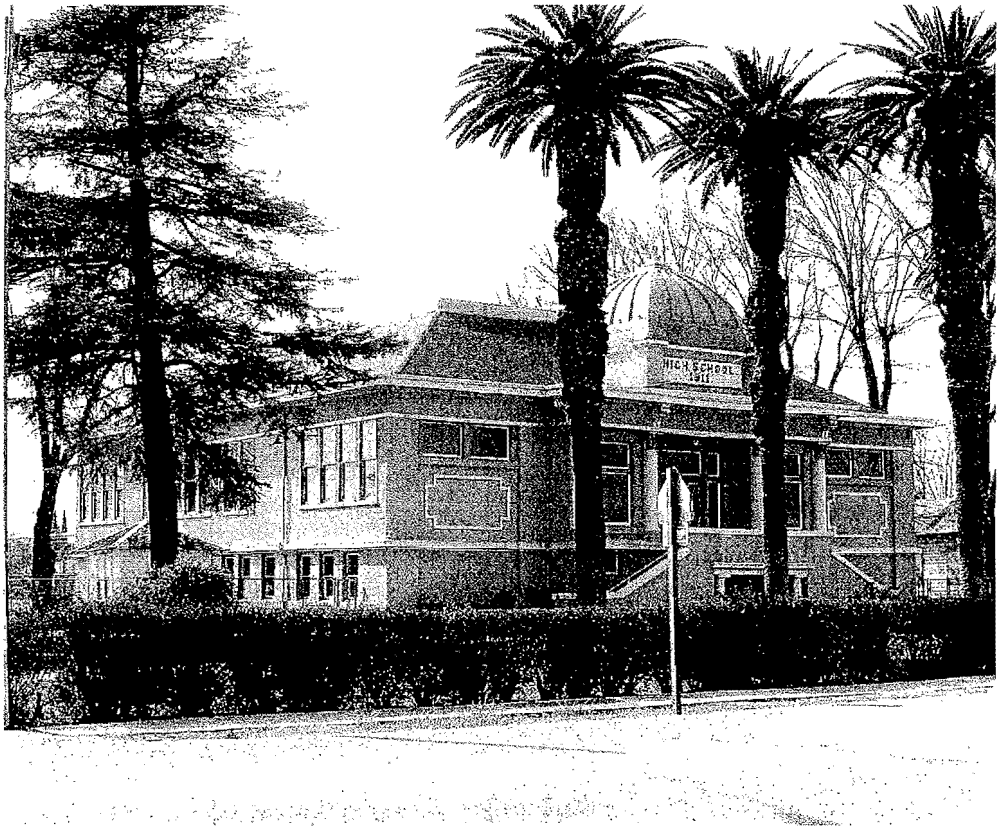

Figure 15. Neoclassical design elements and a Turkish onion-type dome set the 1911 high school apart from other civic buildings in Williams.

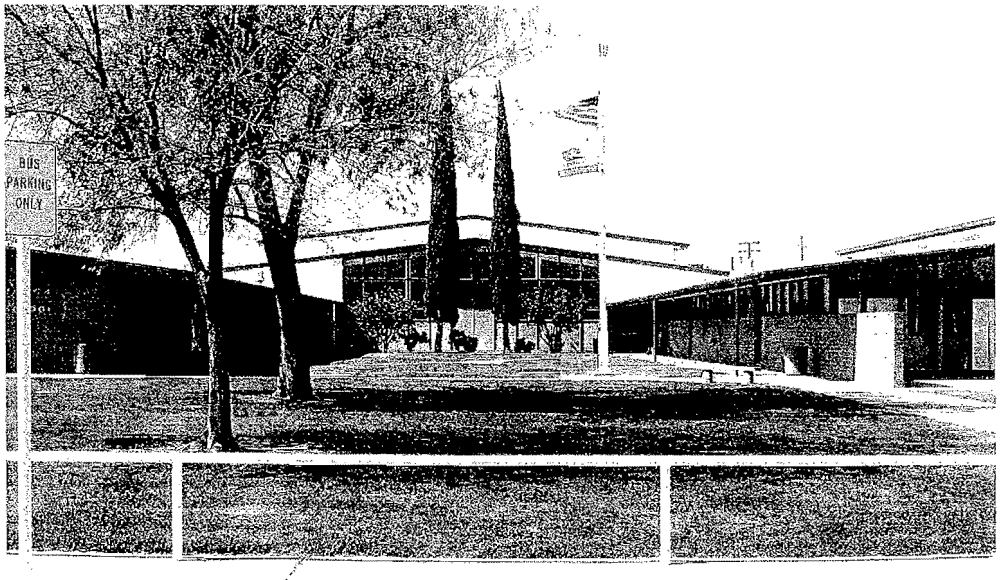

Figure 16. Built in the mid-1950s, the new high school is classic Contemporary.

elementary school.

City Hall, which was completed in 1938, recalls the Spanish and Mexican heritage of California in its Spanish eclectic design in a downtown neighborhood of mixed austere Contemporary buildings and other earlier architectural styles. The downtown institutional buildings mingle with older commercial buildings adjoining residential neighborhoods.

The "new" high school, which began construction in 1955, stands in sharp contrast to the old school (Fig. 16). The new school is in Contemporary style with low-pitched gable roofs and an emphasis on glass and brick with little or no decorative detailing. This was a favorite among architects of the 1950 to 1970 period. The residential neighborhood surrounding the new school is largely modern in appearance.

RESIDENTIAL RESOURCES

Williams has a fairly diverse collection of residential buildings. Nearly all constructed before 1960 were designed for single families. Most have only one story, although some of the oldest homes are two or three stories. Most of the residences appear to have been built individually and represent architectural styles or design ideas popular during their periods of construction. Because most of the city's blocks filled in over decades, houses of different ages and styles are often encountered on adjacent parcels. Although there are some exceptions, houses generally exhibit a high level of preservation. Most appear to be well-maintained and not substantially altered. Williams' older residential neighborhoods do not differ much from one another, though there are some blocks where one finds a preponderance of architecture of one period style and other blocks with mostly later-built homes of differing styles.

The oldest houses date from the late 19th-early 20th century (Fig. 17). Most of these are wood-frame construction. Some are single story; others have multiple stories, rarely with a round tower. These are Queen Anne-style Victorians. Cross gable roofs with dormers are common. Covered porches are supported by turned supports and with simple railings. Queen Anne was the dominant architectural style from about 1880 to 1900. Some houses near the edge of town retain a detached water tank house and a barn (Fig. 18). As Williams is a railroad town, it is interesting to note that pre-cut architectural details were available for shipment by rail from the manufacturer to building sites across the country. However, decorative "extras" do not appear on many houses.

By 1910, the Craftsman style had come into vogue throughout California. An informal, often sprawling appearance typifies this style, which got its start in the

Figure 17. This small Queen Anne Victorian at 664 9th Street next to the Methodist Church may be one of the older residences in the city.

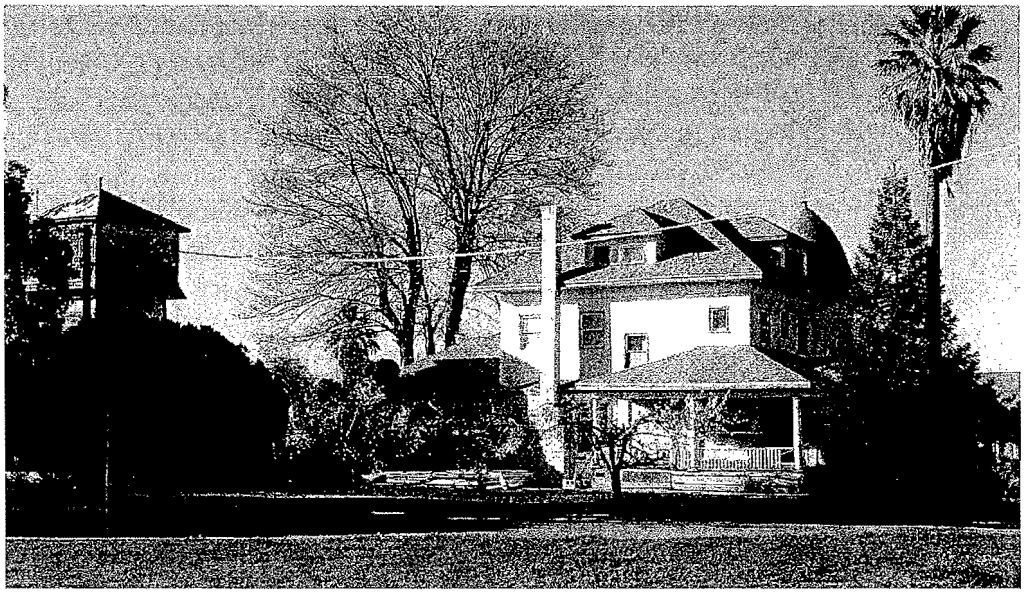

Figure 18. This three story house at 9th and I streets is a Queen Anne variant with a tower and dormers. Note the separate water tank house on the left. The relative lack of decorative elements typifies the oldest homes in Williams.

Figure 19. This house at 810 7th Street illustrates typical Crafts-man-Style elements such as the wide, unenclosed eave overhang and decorative false beams or braces under the gables.

Figure 20. This Tudor Revival house at 1263 E Street sided in stucco, which is most common on modest examples of the period.

Los Angeles area. Details have a hand-made look. In the most outstanding examples of Craftsman architecture, shingles cover the walls. Windows contain leaded glass. Eaves overhang the walls and are supported by knee braces, exposed rafter tails and extended purlins. Porches have either heavy pillars or simple posts that are often topped with decorative pegs. Elaborate examples of the style use stone or clinker brick for chimneys and porch walls. Williams has few modest examples of this architectural style (Fig. 19).

After World War I, so-called "period revival" styles enjoyed great popularity in California. Houses in these styles emulated those that were built in Europe in earlier times. The Tudor Revival proved somewhat popular in Williams, probably because houses in the style could be small and inexpensive (Fig. 20). Typical characteristics are a steeply pitched front gable, a stucco finish that is sometimes interrupted with half-timbering, and small-paned windows. Williams has a few examples of other period revivals. One period design that was extremely popular elsewhere, the Spanish Eclectic cottage, may not have a single example in Williams.

A rival to the period styles of the 1920s was the California Bugalow. Houses of this type resembled simplified Craftsman buildings. The horizontal look remained, usually obtained through low-pitched front-facing gable roofs, but much of the distinctive detailing disappeared. Houses in this style usually have one story, overhanging eaves with knee braces and horizontal board siding or stucco finishes. Williams has a number of examples.

California saw the arrival of modern styles in the 1930s and 1940s. Notable examples of the California Ranch House and the International Style went up in wealthy communities around the state. In Williams, most construction from the period was much simpler and more modest. The houses were usually small, low-pitched roofs, and displayed little ornamentation. Period details include brick trim and multi-paned windows. Narrow entrance porticos or simple hoods often took the place of front porches. Williams has a number of houses related to these architectural styles.

Some design trends of the 1940s became more conspicuous in the following decade. These included the use of metal-sashed windows–especially aluminum sliders–and the incorporation of a garage within the overall house plan. Houses often went up in groups, with adjacent buildings utilizing the same design. Williams has no large housing tracts from the 1940s and 1950s, but it does have individual examples among lots with houses of older styles.

Nearly all residential buildings constructed in Williams before 1960 are single family houses. Many of these houses were built on lots within the large blocks laid out when the town was founded. Some, however, were constructed on small

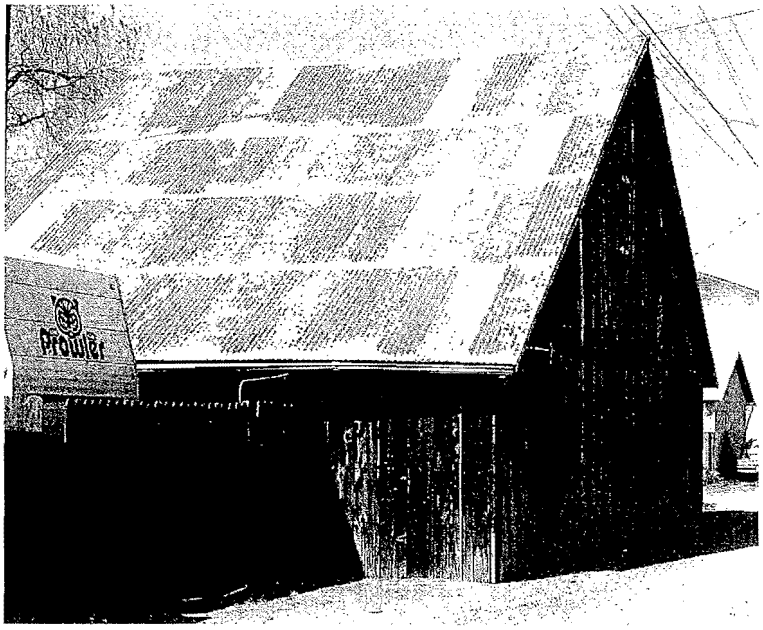

Figure 21. This small barn built to the alley between C and D streets is clad in original vertical board siding. The roof has been replaced with corrugated metal.

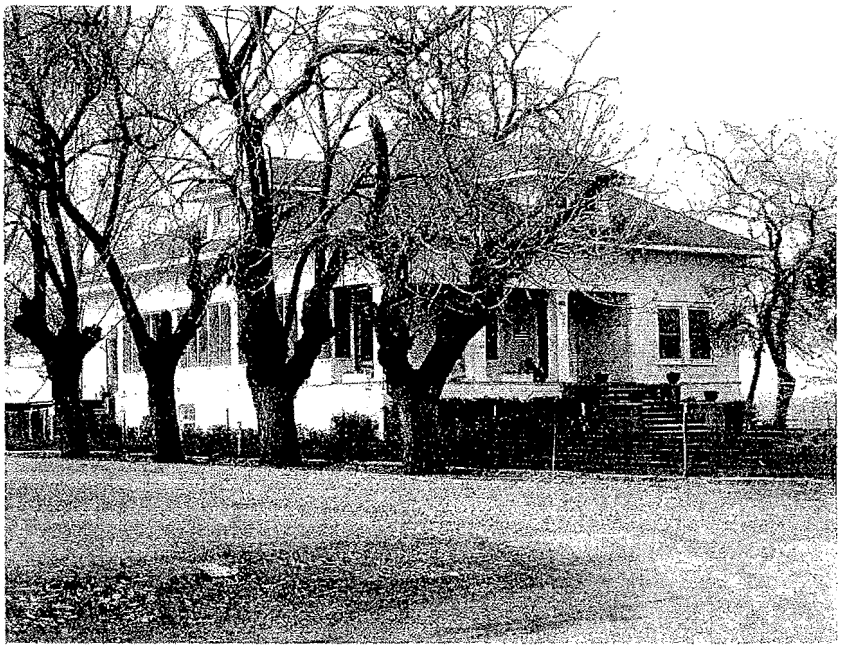

Figure 22. This residence at 2145 Husted Road is probably one of the few remaining older farm houses in the outlying area around Williams.

acreages on the south and southwest outskirts of Williams when larger land holdings were broken up. Small orchards, barns and other outbuildings are often associated with these houses. Within the city's older neighborhoods, there is the occasional small barn built out to the alley (Fig. 21).

RESOURCES IN OUTLYING AREAS

Most of the resources on large acreages of farm land within the City of Williams planning area are connected to agriculture. By 1907, the number of large farm structures (houses, barns, windmills and water tanks) within this region totaled only about 20. By 1946, the number of large structures outside the older established city blocks in Williams had increased to 70. Some of this increase was due to the subdivision of previous Stovall farm land. Subdivision of land, particularly on the southwest side of Williams, has continued to increase since the end of World War II. By the late 1950s, large structures in the outlying area including the subdivided small acreages on the southwest side of town numbered about 200. However, today, large tracts of farm land continue to dominate the landscape within the 25 square mile region around Williams. Most of the increase in buildings and structures in the outlying area has occurred in the subdivided land on the south and southwest sides of the original townsite.

Few notable historic buildings and structures remain in the outlying area (Fig. 22). Most distinctive are the few large wood framed barns and multi-story farmhouses–and some of these are located on the periphery of the original town. Architectural styles of farmhouses replicate only a couple designs of those found in town.

Other resources on the edge or outside of town include the Williams Cemetery, the airport on the northeast side of town, the site of an airstrip on the west side of town once used by Farm Air as a base for a crop dusting service, and canals and other water control structures associated with the distribution of surface water to the various farms surrounding Williams.

HISTORIC PRESERVATION ISSUES

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 could probably use some "pepping up." The multi-pronged strategy employed by the California Main Street Program may prove beneficial.

The Main Street Program was originally developed by the National Trust for Historic Preservation. The program uses a public and private sector partnership of private investment, local government support and local non-profit assistance to revitalize historic commercial districts like Williams' downtown. The California Main Street program focused on enhancing the economic, social, cultural and environmental well-being of historic commercial districts across the state. Unfortunately, the current state budget crisis has curtailed the Main Street certification program. However, the volunteer organization, California Main Street Alliance (CAMSA) keeps the Main Street program active by providing communication and training programs. As the state's fiscal condition improves, one of the best sources of information on any expansion of the Main Street Program will be the California Office of Historic Preservation.

If many storefront alterations occurred before 1960, the downtown Williams commercial district may be eligible for listing in the National Register of Historic Places. In any case, care should be taken to insure that renovations of important buildings, civic as well as commercial, do not involve the removal of historic materials. Helpful rehabilitation guidelines are included in 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 probably vulnerable to a loss of architectural details if they undergo renovation. Original windows, in particular, may be targeted. In addition, old ranch buildings, including barns in and at the edge of town, as well as in the outlying area are also of importance because of their association with Williams' agricultural heritage. Closely tied to the agricultural heritage are industrial buildings like 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 the route of Highway 99W 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.

In 1980, amendments to the National Historic Preservation Act (16 USC 470) established a Certified Local Government Program. The path to Certified Local Government (CLG) status provides local government staff with the tools, technical training and leadership roles in preserving the community's heritage. The benefits of CLG status include eligibility for federal grants, special technical assistance from the California Office of Historic Preservation, a potential participant in the review of building rehabilitation plans for federal investment tax credits 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 archaeological 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.

ARCHAEOLOGICAL 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 may also occur. Even though no Native American archaeological sites have been documented within the planning area surrounding Williams, the most likely areas of sensitivity for such sites would be the original watershed and course of Salt Creek and the original course of Old Cortina Creek and other unnamed channels.

Native American archaeological sites may include not only remnants of habitation sites with cultural deposits (artifacts, hearth remnants, middens of dark gray sediments, as well as non-midden deposits of stone tools), but also as isolated or scattered stone tools indicative of a gathering area. Then, too, in areas where rock outcrops on the surface or buried under sediments, Native American archaeological sites may include quarry or workshop locations where the people manufactured stone tools. It is also possible that Native American graves may be encountered within the planning area.

A number of buildings and structures dating back to the founding of Williams were destroyed by fire or were simply removed. Historical archaeology offers a means of filling the gaps left in written history.

Historical archaeology is the study of the material remains of both the remote and recent past in relationship to documented history. The historical archaeologist studies the relationship between the layers of the soil and the objects they contain enabling him to extract from his site the all-important information of what happened, when and (it is hoped) to whom. In just one example, historical archaeologists have found by excavating backyard garbage deposits of historic residences, they have been able to identify patterns of food consumption and morbidity not available through written or oral history.

The significance of other historic archaeological sites may also lie in their potential for yielding information important to understanding local history–information that is not available from written documents.

While future development in the City of Williams has the potential to disturb or

destroy historic archaeological 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.

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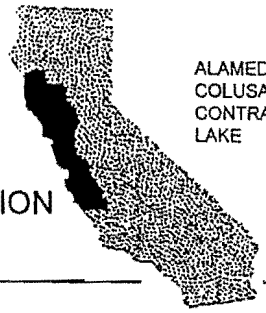
APPENDIX A: RECORDS SEARCH RESULTS

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM



ALAMEDA
COLUSA
CONTRA COSTA
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, California 94928-3609
Tel: 707.664.0880 • Fax: 707.664.0890
Email: leigh.jordan@sonoma.edu
http://www.sonoma.edu/nwic

Date: 11 March 2010 NWIC File No: 09-0893

To: Ric Windmiller, Consulting Archaeologist, 2280 Grass Valley Highway, #205, Auburn, CA 95603

From: Lisa Hagel

re: City of Williams General Plan Update

Williams, Colusa, Arbuckle, & Cortina Creek 7.5'

Sites within the project area: P-06-284 & 615 are within the area shown on your maps. Enclosed are copies of the site record forms. The site locations are plotted on the maps.

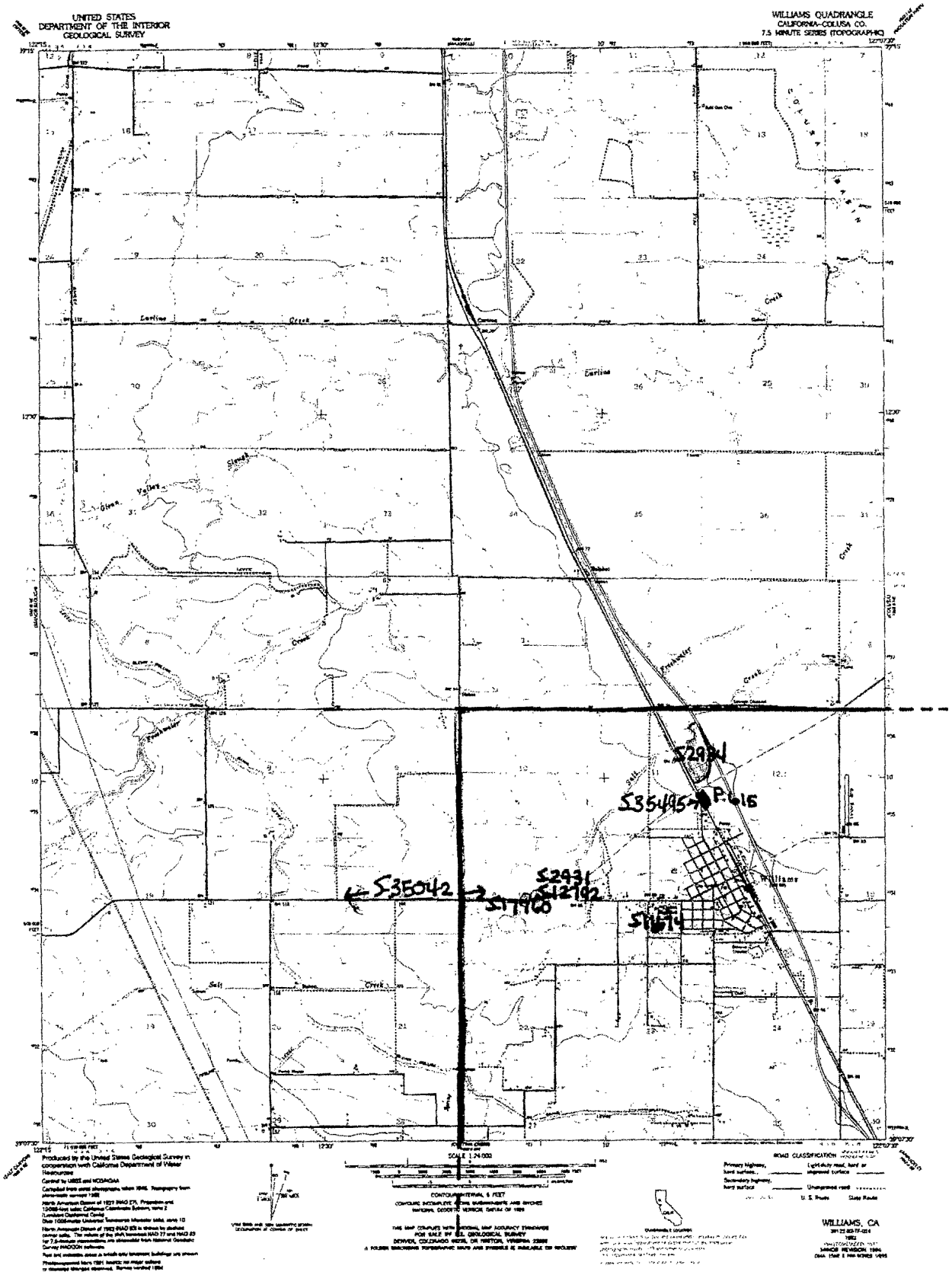
Studies within the project area: S-22736, 2934*, 11674*, 2931*, 12792*, 17760*, 35495*, & 35042* are within the area shown on your maps. * = these reports were copied (only part of S-35042 was copied. A bibliographic reference for S-22736 is provided.). The study locations are plotted on the maps.

OHP Historic Properties Directory: Copied the index page that includes Williams.

California Inventory of Historic Resources: There were no properties in the Williams area.

Caltrans Bridge Inventories: Copied the pages that included bridges in the Williams area.

Historic Maps (copied the pertinent sections of the maps):
1853 GLO Plat Map, T15N, R2W
1853 GLO Plat Map, T15N, R3W
1907 USGS Colusa Quadrangle
1946 Thomas Bros. Map of Colusa County, California


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
WILLIAMS QUADRANGLE
CALIFORNIA-COLUSA CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
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S35495
P.615
S35042
S2931
S12192
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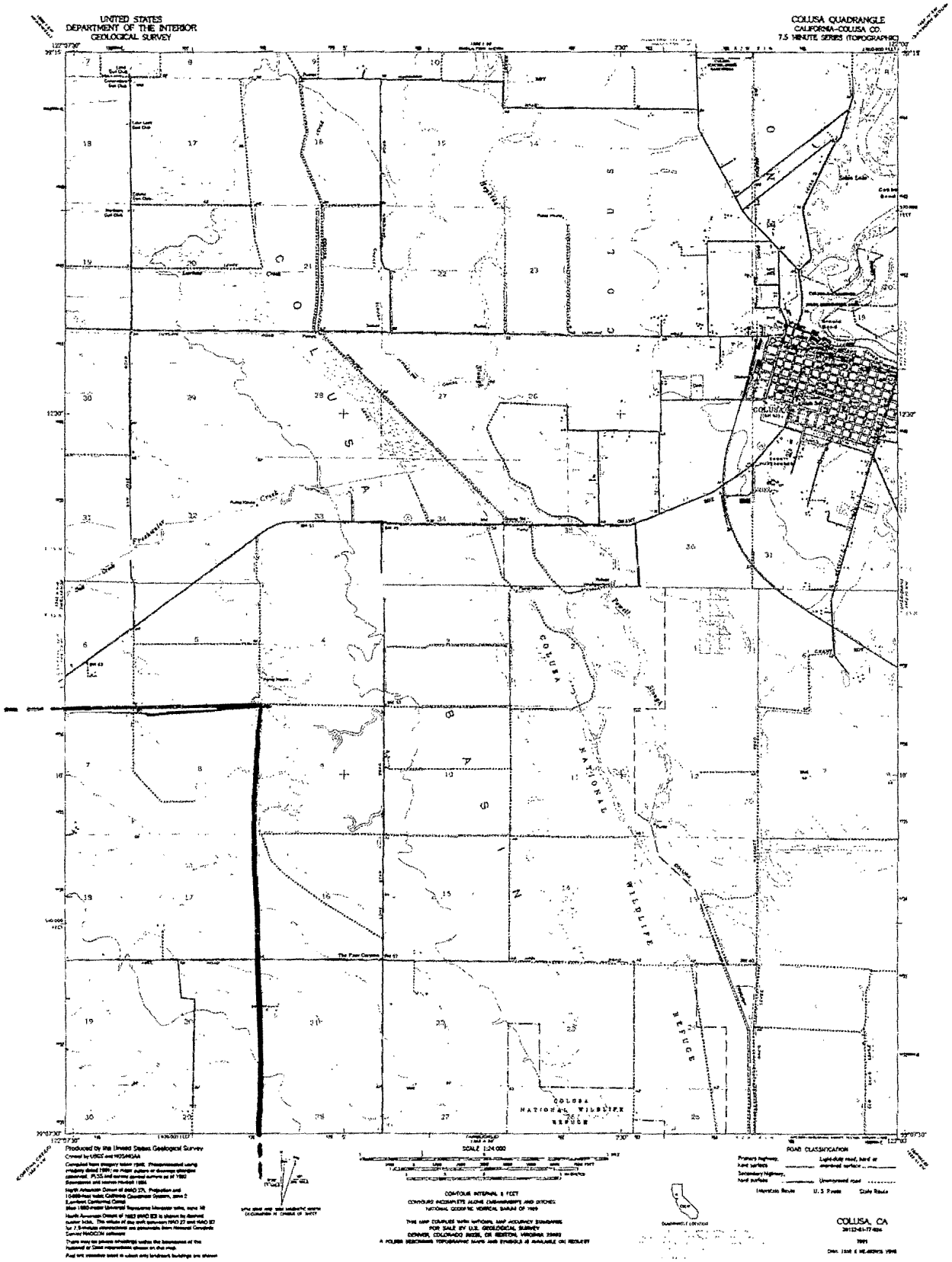
WILLIAMS, CA


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
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CALIFORNIA—COLUSA CO.
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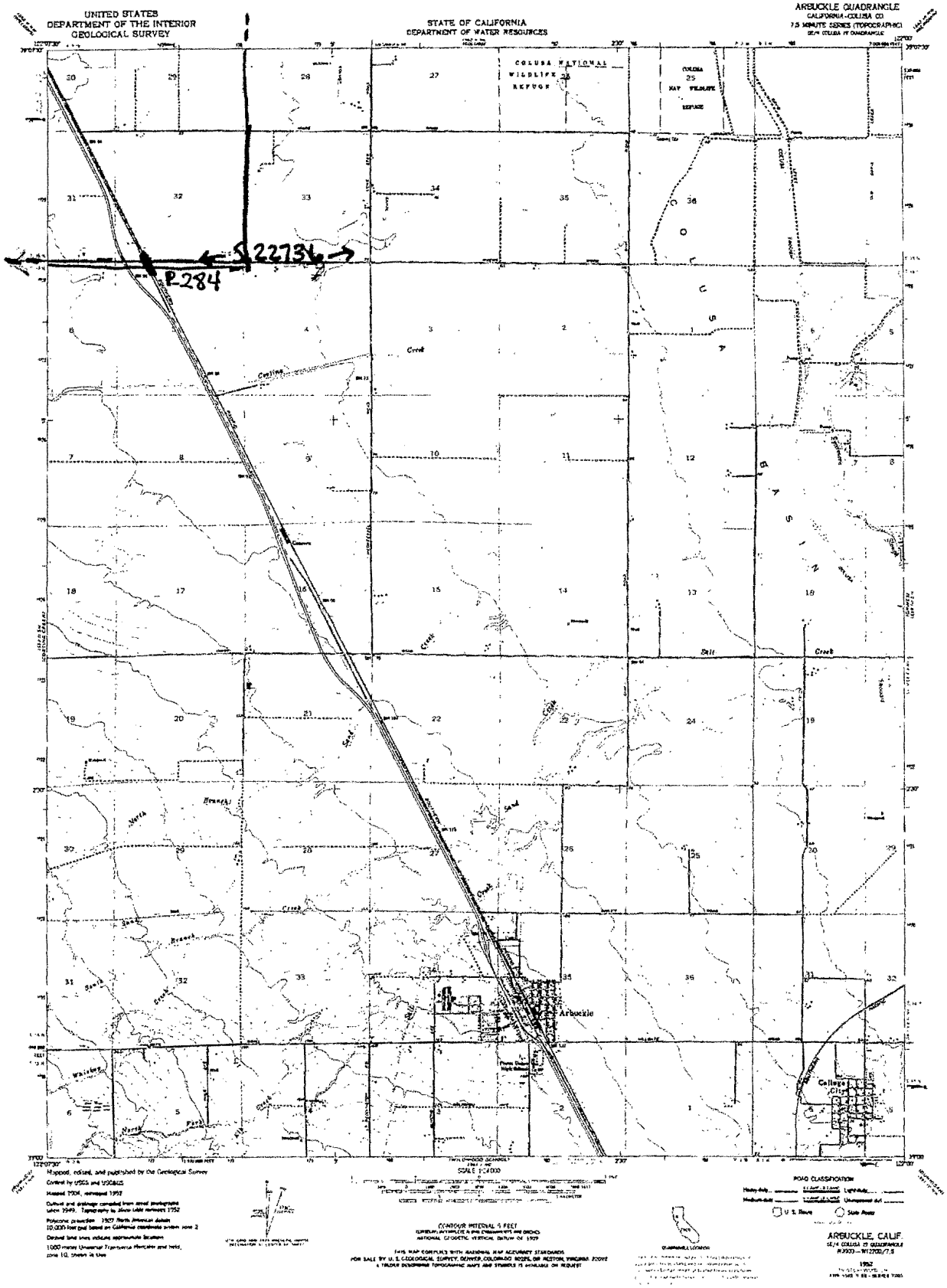
CONTOUR INTERVAL 5 FEET
COLUSA, CA


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES
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CALIFORNIA-COLUSA CO.
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Branch
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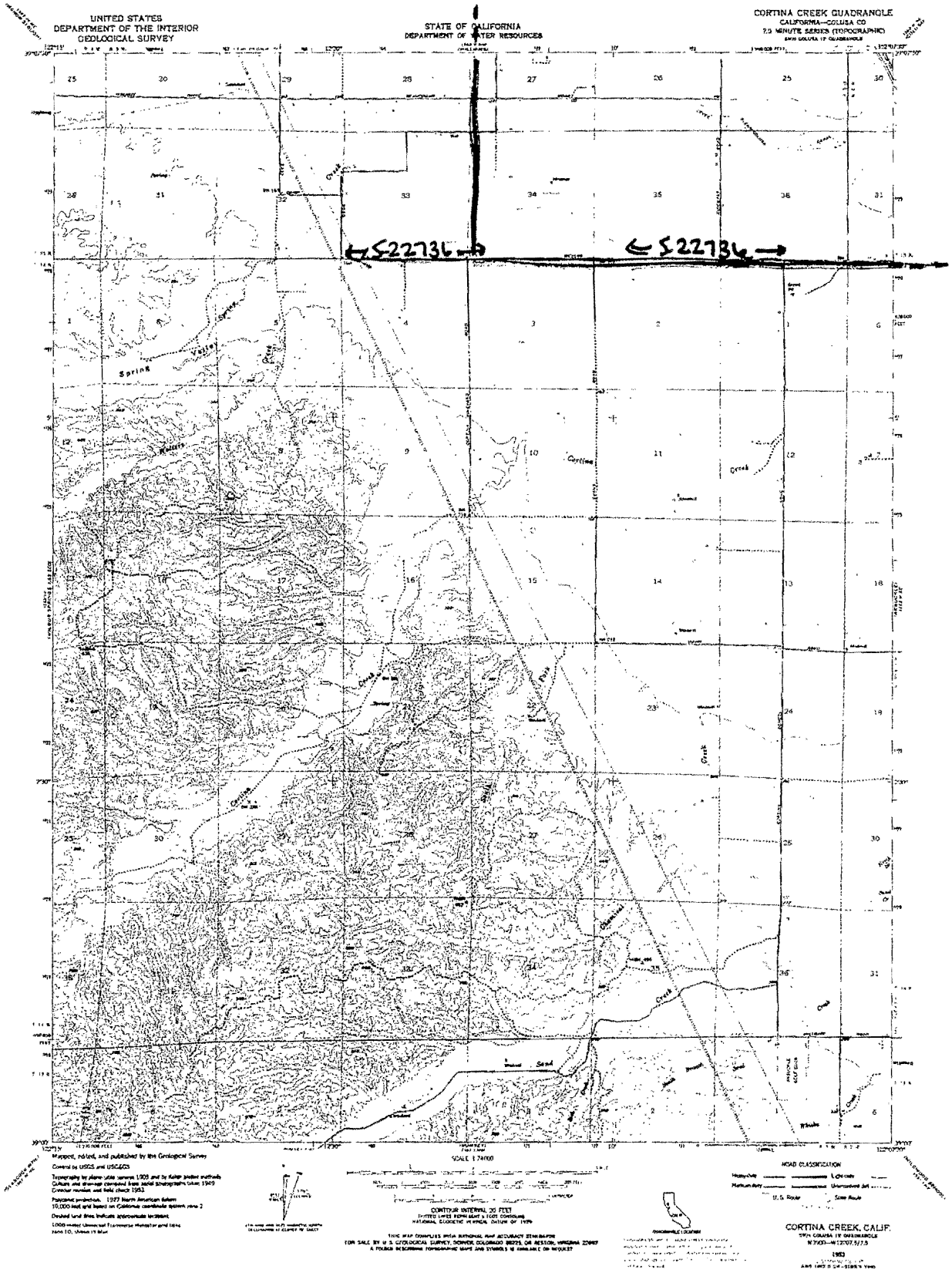
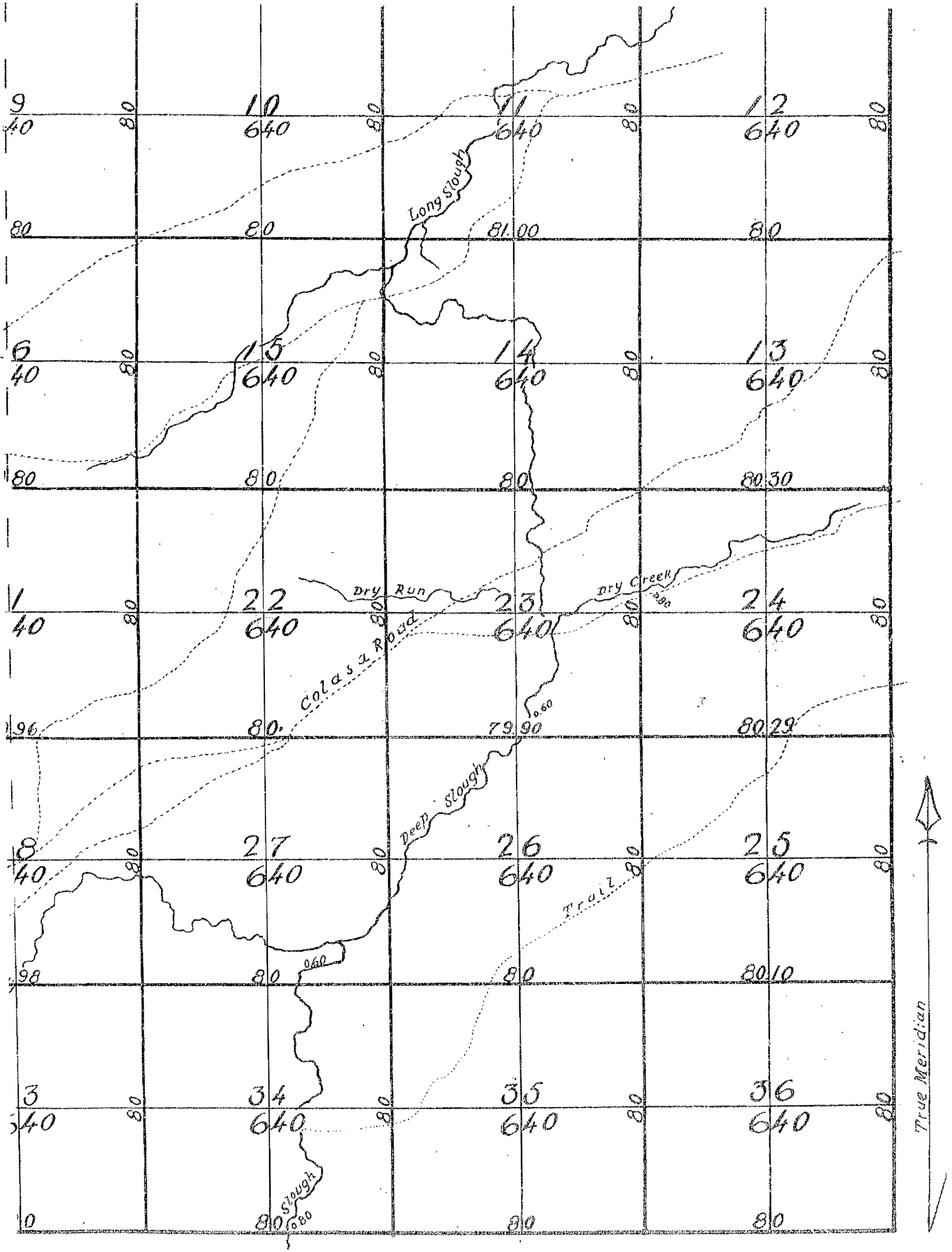
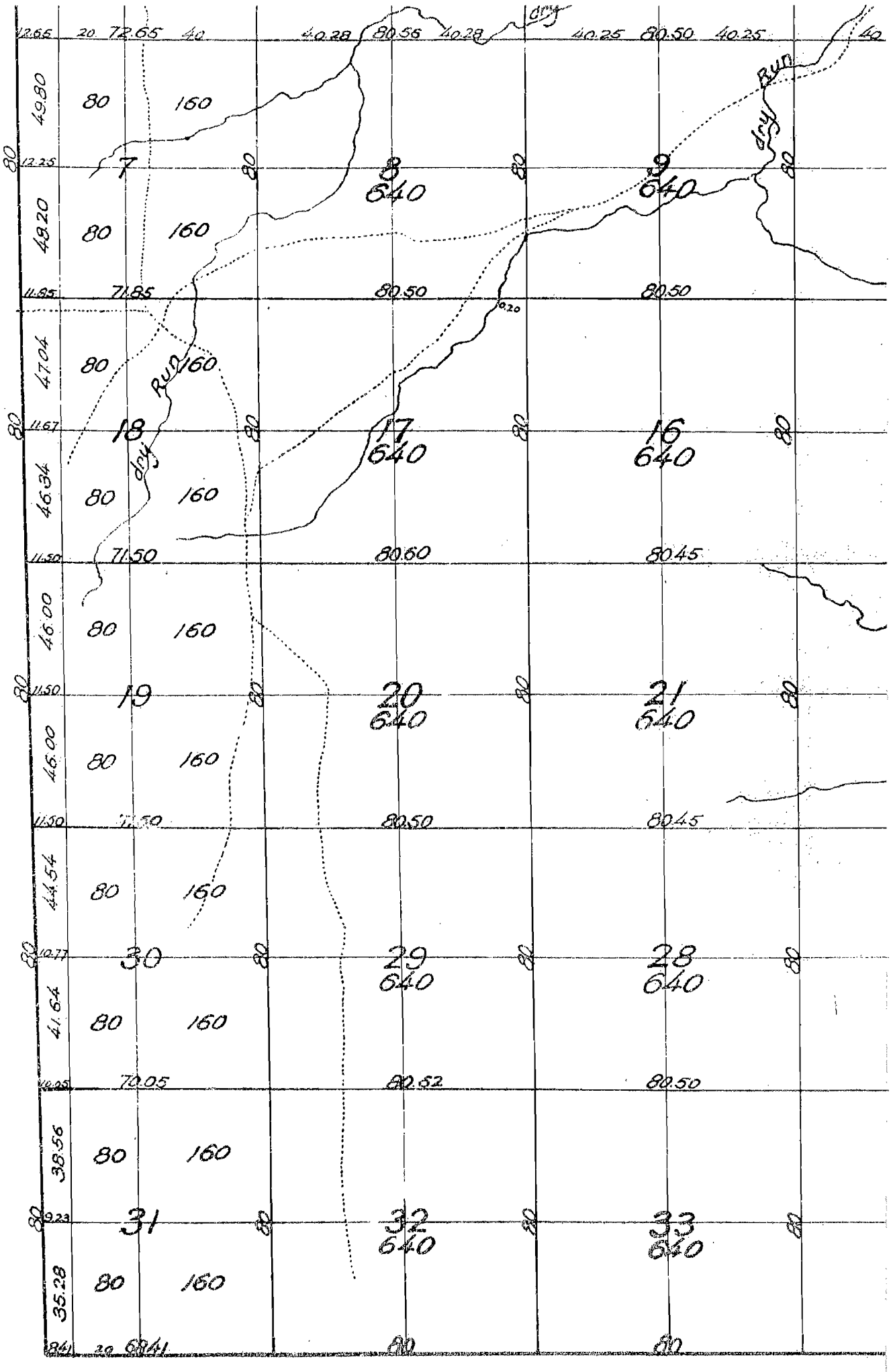
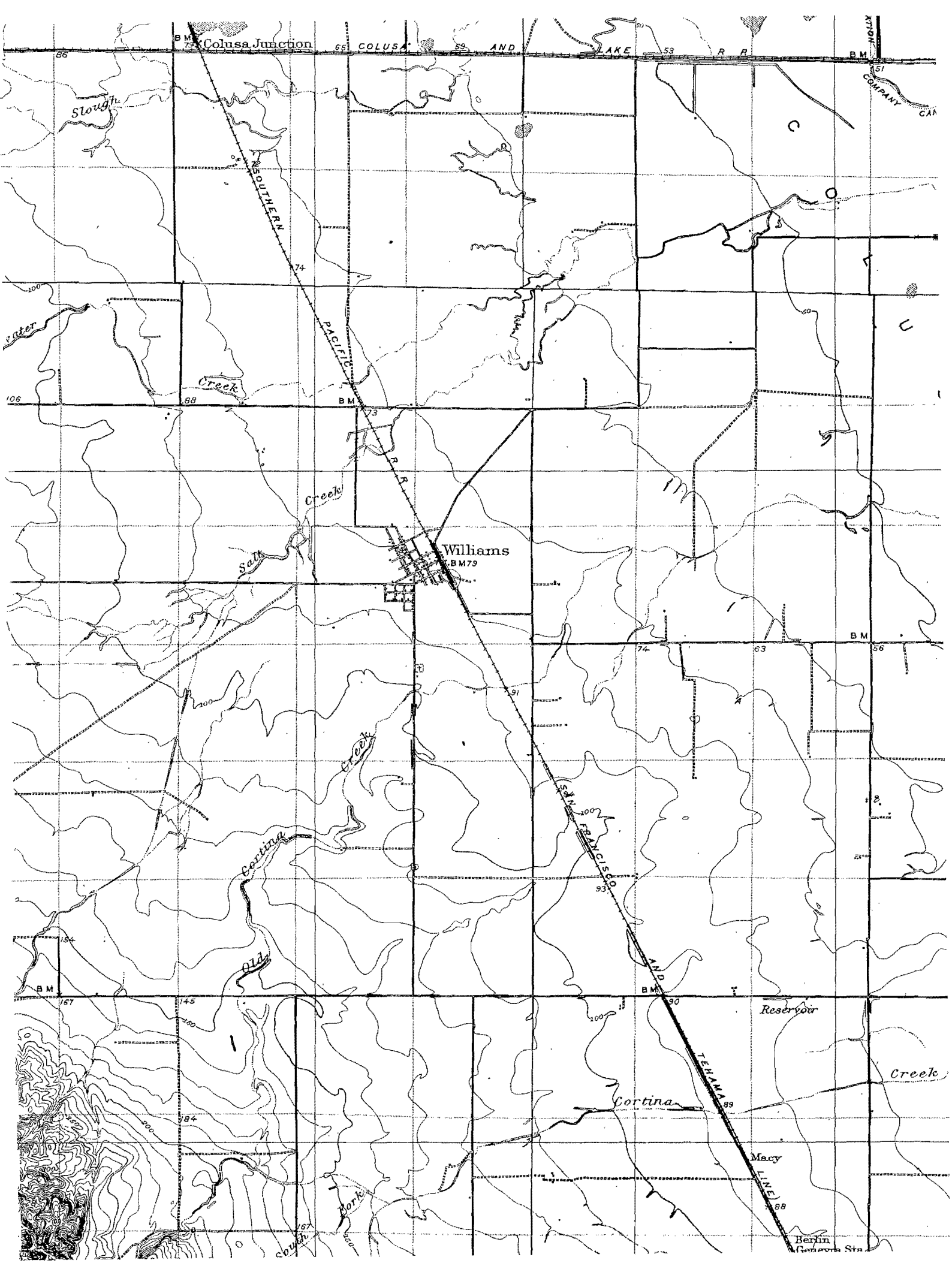
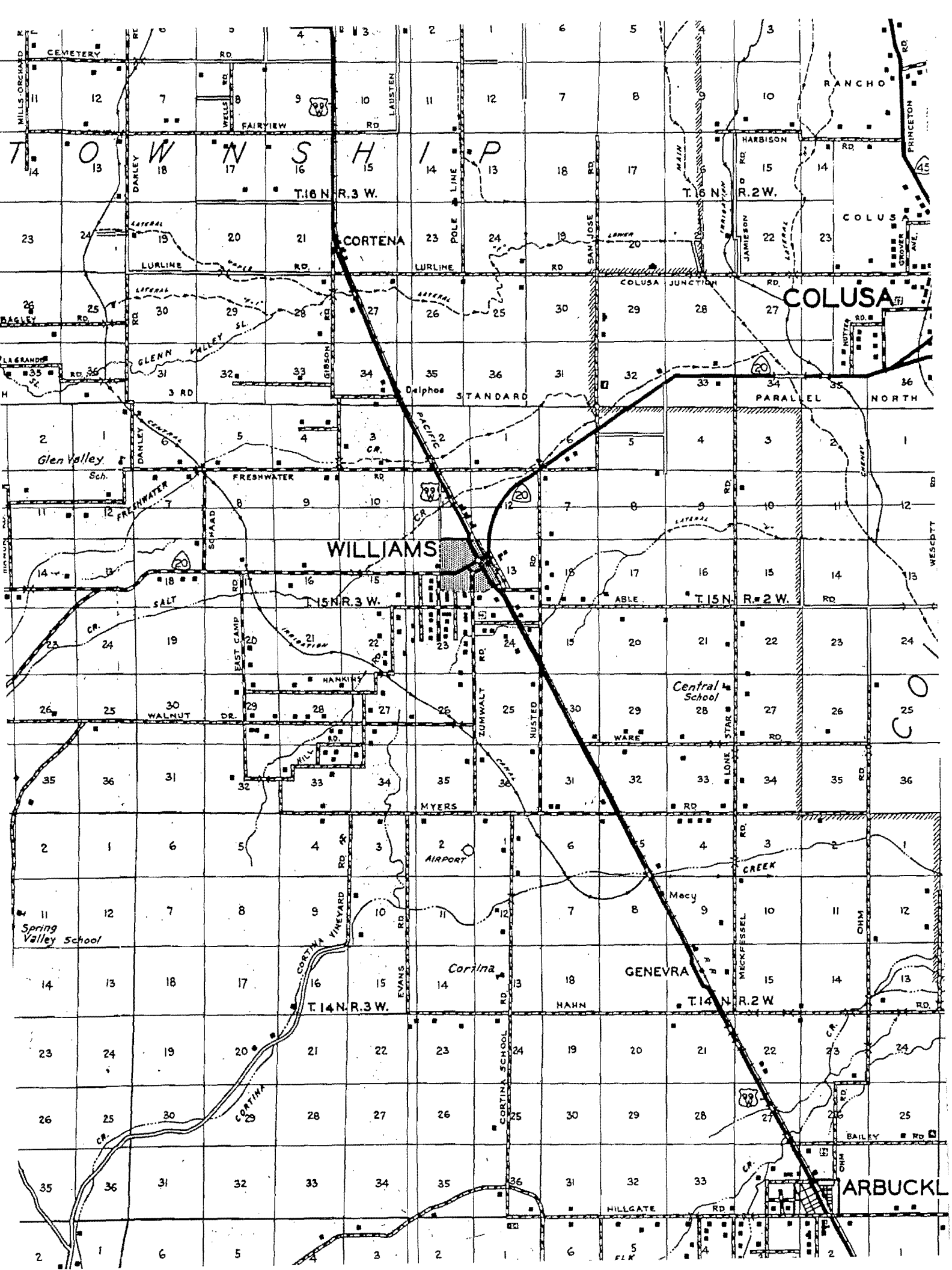
ARBUCKLE, CALIF.
1952


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES
CORTINA CREEK QUADRANGLE
CALIFORNIA—COLUSA CO
7.5 MINUTE SERIES (TOPOGRAPHIC)
S22736
S22736
Spring Valley Creek
Cortina Creek
Indian Creek
Whiskey Creek
SCALE 1:24000
CONTOUR INTERVAL 20 FEET
CORTINA CREEK, CALIF.
1953


Long Slough
Dry Run
Dry Creek
Colusa Road
Deep Slough
Trail
S Slough
True Meridian


12.65 20 72.65 40 40.28 80.56 40.28 40.25 80.50 40.25 40
49.80 80 160
12.25 7 8 9
640 640
49.20 80 160
11.85 71.85 80.50 80.50
47.04 80 160
11.67 18 17 16
640 640
46.34 80 160
11.50 71.50 80.60 80.45
46.00 80 160
11.50 19 20 21
640 640
46.00 80 160
11.50 71.50 80.50 80.45
44.54 80 160
10.77 30 29 28
640 640
41.64 80 160
10.05 70.05 80.52 80.50
38.56 80 160
9.23 31 32 33
640 640
35.28 80 160
8.41 20 68.41 80 80
Run
dry
Run
dry
dry
0.20


Colusa Junction
COLUSA AND LAKE R R
COMPANY CA
Slough
SOUTHERN PACIFIC R R
Creek
Williams
L.B.M.79
Salt Creek
Cortina Creek
Old
SAN FRANCISCO
AND
Reservoir
Creek
Cortina
TEHAMA
Macy
LINE
Berlin
Geneva Sta
South Fork


TOWNSHIP
T.16 N. R.3 W.
T.16 N. R.2 W.
T.15 N. R.3 W.
T.15 N. R.2 W.
T.14 N. R.3 W.
T.14 N. R.2 W.
CORTENA
COLUSA
COLUSA JUNCTION
WILLIAMS
GENEVRA
Delphos
STANDARD
PARALLEL
NORTH
Glen Valley Sch.
Central School
Spring Valley School
Cortina
Macy
AIRPORT
CREEK
FRESHWATER
LURLINE
RD.
FAIRVIEW
HARBISON
HANKINS
WALNUT
DR.
MYERS
WARE
ABLE
HAHN
HILLGATE
BAILEY
CORTINA SCHOOL
CORTINA VINEYARD
EAST CAMP
SCHAAD
DANLEY
GIBSON
ZUMWALT
HUSTED
MECKFESSEL
OHM
LONE STAR
WESCOTT
CHENEY
GROVER AVE.
PRINCETON
RANCHO
MILLS-ORCHARD
WELLS
LAUSTEN
POLE LINE
SAN JOSE
MAIN
JAMIESON
HUTTER
BAGLEY
LATERAL
SALT CR.
CORTINA CR.
PACIFIC
SOUTHERN
CENTRAL
GLENN VALLEY
IRRIGATION
HILL
CANAL
ARBUCKL

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-06-000615
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

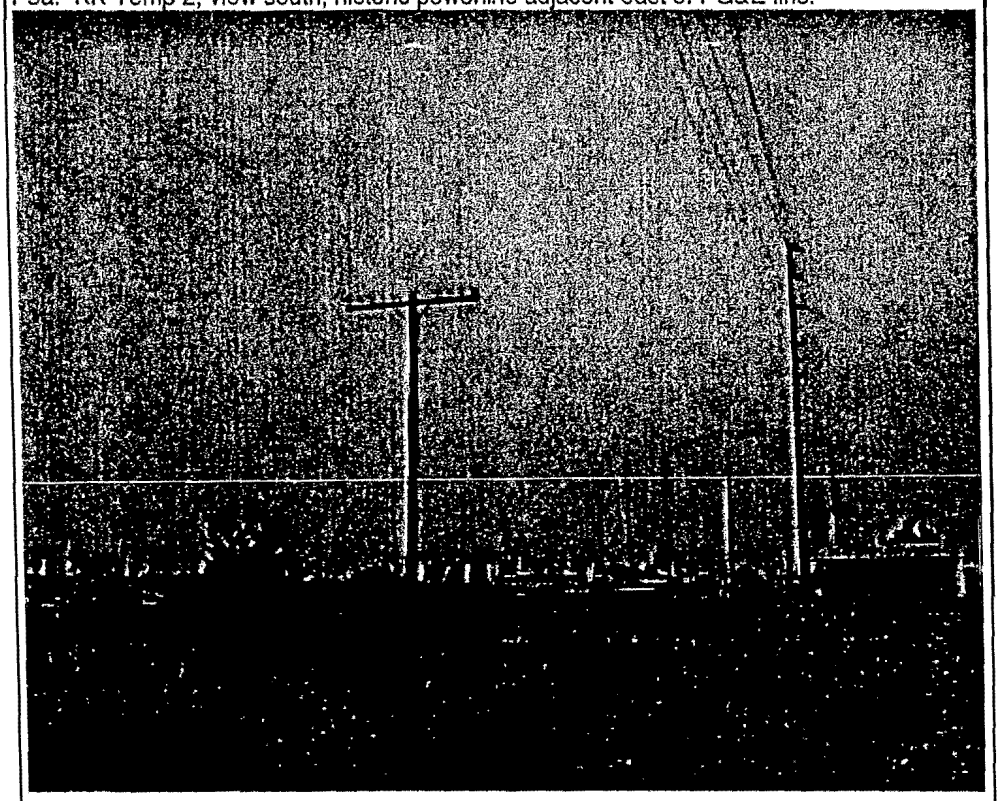
Page 1 of 2 *Resource Name or #: KK-Temp 2

P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: Colusa
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad: Williams Date: 7/21/08 T 15N R 3W; NE 1/4 of SE 1/4 of Sec 11; M.D. B.M.
c. Address: South of intersection Hwy 20 and Old Hwy 99 City: Williams Zip: 95987
d. UTM: Zone: mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Historic power line approximately 25 feet west of California Northwern Railroad line and 75 feet east of Old Hwy 99
f. Elevation: 75 feet above mean sea level

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
KK-Temp 2 is a segment of an historic power line located 25 feet east of PG&E transmission line (at pole A7/122), just south of the intersection of Old Highway 99 and Highway 20 at the northern city limits of Williams. The segment consists of two intact wood poles, roughly 30 feet high, with all insulators (3 aqua/1 clear, on the west of center, and 2 aqua/3 clear, on the east) intact and power lines still hanging in place (n=6 lines). A wooden cross beam (4"x4"x10') and two small metal supports connect the cross beam with the pole. The exact age of the line is unknown; however, the type of the glass insulators (viewed from a distance) provide a range of dates from ca. 1900-1950. Only this small segment was recorded as it was within the project scope. The lines continue both to the north and south along the California Northern Railroad line approximately 25 feet to the west.

*P3b. Resource Attributes: (List attributes and codes) HP39
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. KK-Temp 2, view south, historic powerline adjacent east of PG&E line.



P5b. Description of Photo: (View, date, accession #) 1) Segment of Historic power line; view south. California Northern Railroad line on left. 2) Close-up of historic pole and insulators, view north.

*P6. Date Constructed/Age and Sources: ☒ Historic
☐ Prehistoric ☐ Both

*P7. Owner and Address:
City of Williams

*P8. Recorded by: (Name, affiliation, and address)
Kimberly Kersey
Tremaine & Associates, Inc.
859 Stillwater Rd, Ste. 1
West Sacramento, CA 95605

*P9. Date Recorded: 07/01/08
*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") *Cultural Resources Constraints Study for the Replacement of 30 Poles on the Cortina #4 60kV Transmission Line*. Letter report on file at PG&E, San Ramon, California.

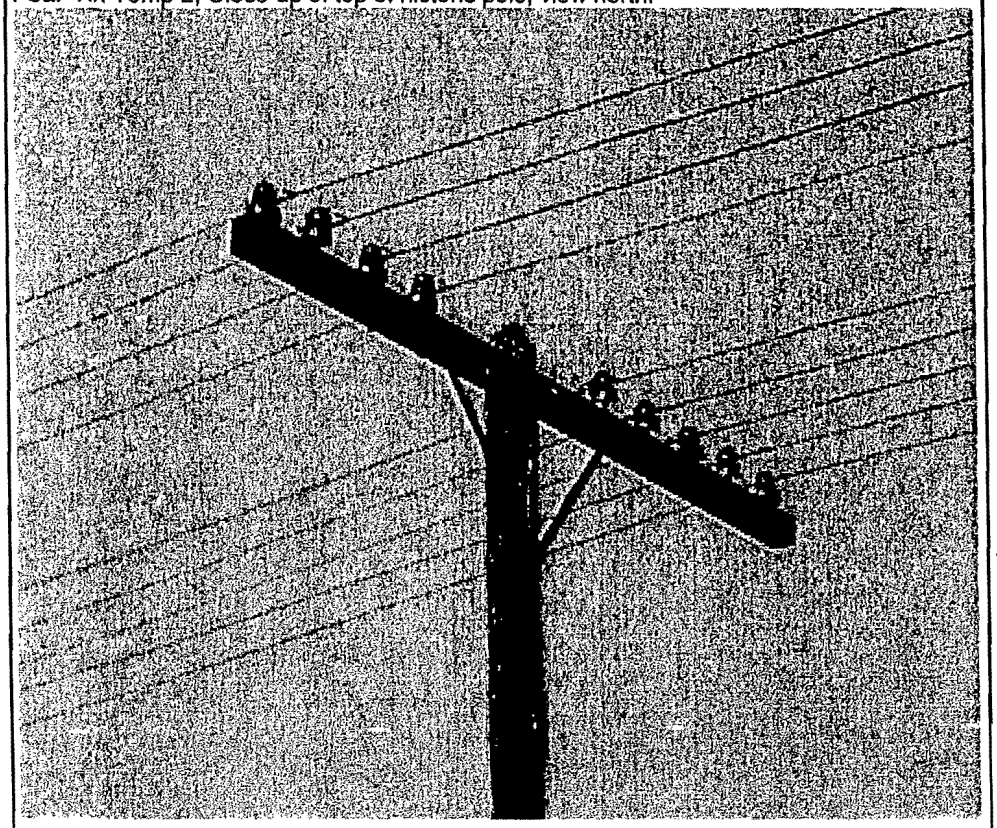
NOV 2 6 2008

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

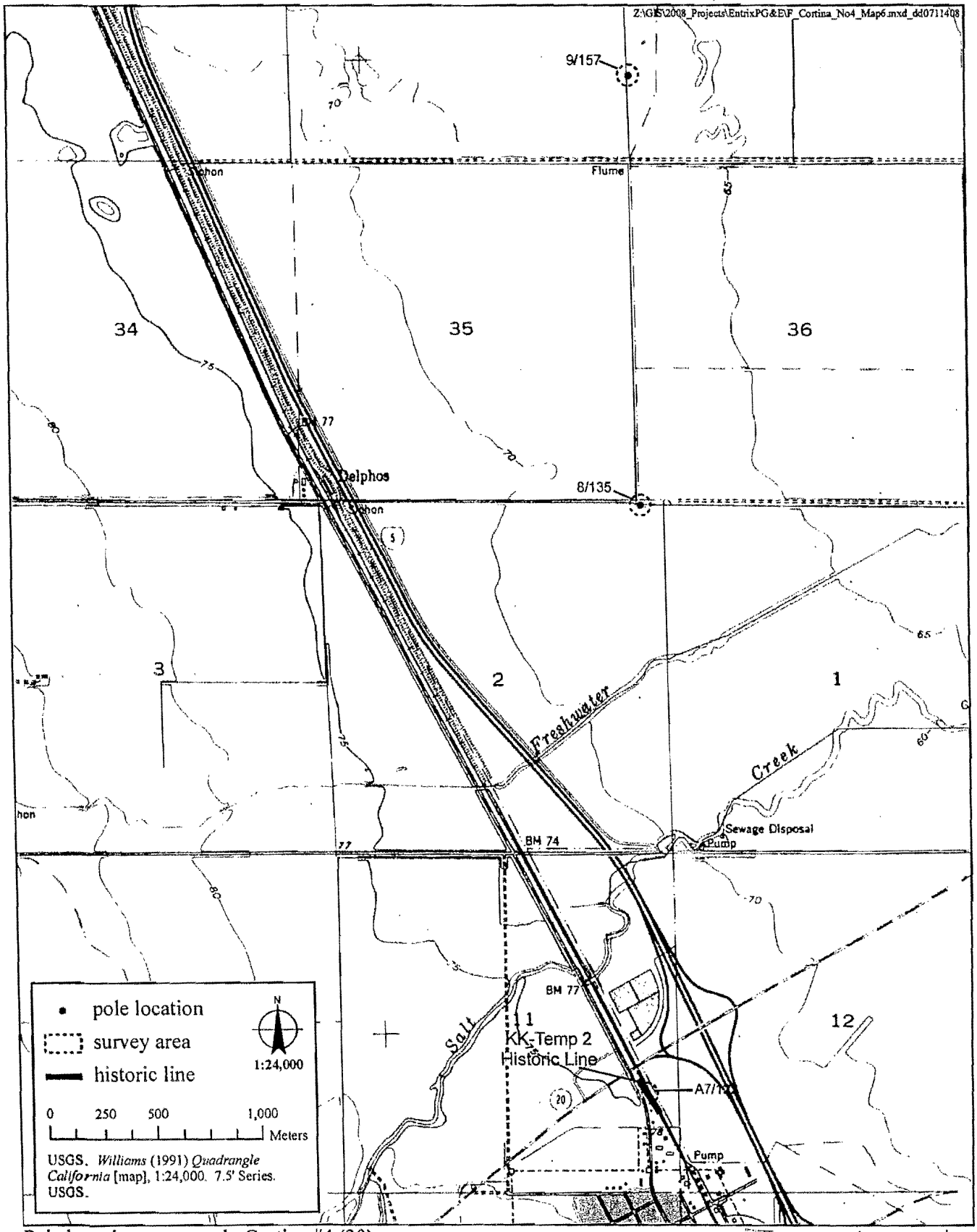
Primary # P-06-000615
HRI #
Trinomial

 Resource Name or #: (Assigned by recorder)

P5a. KK-Temp 2, Close-up of top of historic pole, view north.



***Attachments:** ☒NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):



Pole locations surveyed. Cortina #4 (30)
T15N R03W: Sections 2 & 11; & T15N R03W Section 25, MDB&M

Tremaine & Associates, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: P-06-000287
HRI #:
Trinomial:
NRHP Status Code:
Other Listings:
Review Code: Reviewer: Date:

Page 1 of 2 *Resource Name or #: (Assigned by Recorder) C-Arbuckle-3

P1. Other Identifier: Southern Pacific Railroad

*P2. Location: [x] Not for Publication [ ] Unrestricted *a. County Colusa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Arbuckle, Calif. (5464) Date 1952 T 14/15N; R 2W [redacted]; Mt.Diablo B.M.

c. Address City Zip

d. UTM: (Give more than one for large and/or linear resources) Zone: 10; 576,880 mE/ 4,328,190 mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

UTM points interpreted from map. The resource lies along the dividing line between sections 5 and 32, which also divides Townships 14 and 15 North. From Arbuckle, take I-5 north approximately 6.3 miles to Myers road. Take Myers Road east approximately 1,000 feet, to the railroad tracks.

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This resource is a segment of Southern Pacific Railroad that crosses the project alignment. This line of Southern Pacific was built in 1878 by the California Northern Railroad company, which was later absorbed by Southern Pacific. All Southern Pacific lines were absorbed by Union Pacific by 1996. The line is active today, and runs north from Davis to Red Bluff. The tracks are standard gauge.

*P3b. Resource Attributes: (List attributes and codes) HP11- Egineering Structure - Railroad

*P4. Resources present: [ ] Building [x] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)

*P6. Date Constructed/Age and Sources: [x] Historic [ ] Prehistoric [ ] Both

*P7. Owner and Address:
Union Pacific Railroad

*P8. Recorded by: (Name, affiliation, and address) J. Nelson
Jones & Stokes, 2600 V Street,
Sacramento, CA 95818-1914

*P9. Date Recorded: 4/5/00

*P10. Survey Type: (Describe)
Linear Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes Cultural Resource Inventory Report for Williams Communications, Inc., Fiber Optic Cable Installation Project, Point Arena to Robbins and Point Arena to Sacramento, CA, Volumes I and II May 2000

Attachments: NONE [x] Location Map [ ] Sketch Map [ ] Continuation Sheet [ ] Building, Structure, and Object Record
[ ] Archaeological Record [ ] District Record [ ] Linear Feature Record [ ] Milling Station Record [ ] Rock Art Record
[ ] Artifact Record [ ] Photograph Record [ ] Other (List):

DPR 523A (1/95) *Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

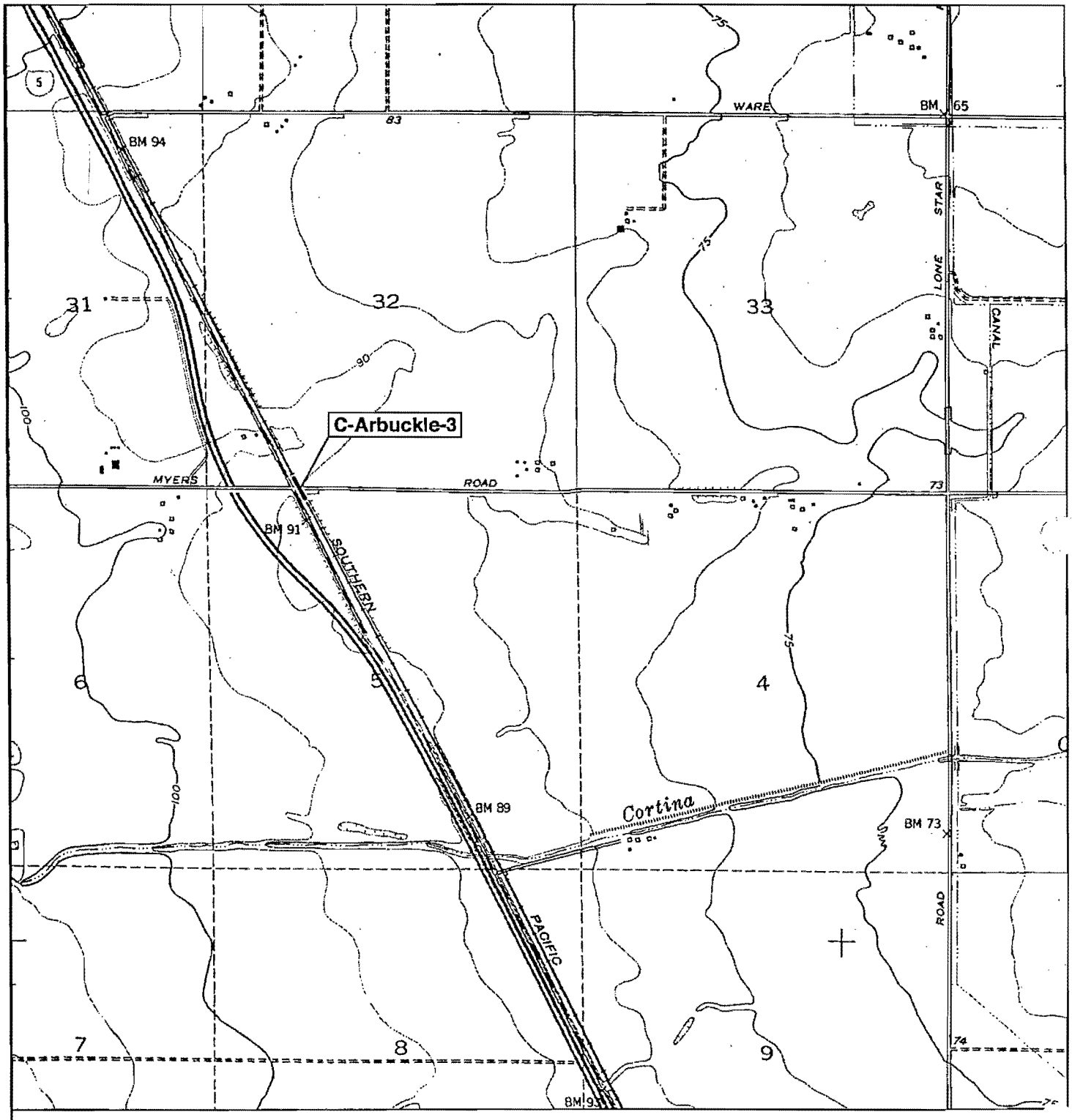
LOCATION MAP

Primary #
HRI #
Trinomial

Page 2 of 2

*Resource Name or #: C-Arbuckle-3

*Map Name: Arbuckle, California *Scale: 1:24,000 (1"=2,000') *Date of Map: PR 1973



0 1,000 2,000 3,000 4,000 5,000
feet
Scale = 1:24,000
Base map: USGS 7.5'-series Arbuckle, California, quadrangle (PR 1973)

17.5°
TN mN

DPR 523J (1/95)

*Required information

Category 5 (ineligible) bridges that were not individually surveyed.

Bridge No.	City	Route	PM	Facility	Name / Crossing	Date	Bridge Type
15 0005R		5	7.99	INTERSTATE 5	SALT CREEK	1952	Concrete slab
15 0018		20	36.02	STATE ROUTE 20	STEER DITCH	1923	Concrete T-beam
15 0019		20	28.54	STATE ROUTE 20	POWELL SLOUGH	1915	Concrete T-beam
15 0022		20	20.21	STATE ROUTE 20	SALT CREEK	1959	Concrete slab
15 0030		20	3.28	STATE ROUTE 20	BEAR CREEK	1930	Concrete T-beam
15 0044		5	11.83	INTERSTATE 5	CORTINA CREEK OVERFLOW	1946	Concrete culvert
15 0046		5	7.15	INTERSTATE 5	HALL ST OC	1957	Concrete slab
15 0047		5	6.83	INTERSTATE 5	HILLGATE ROAD UC	1957	Concrete T-beam
15 0082		20	8.05	STATE ROUTE 20	SALT CREEK		Concrete culvert
15C0002				LODOGA-STONYFRD RD	STONY CREEK	1958	Concrete T-beam
15C0003				MC DERMOTT RD	STONE CORRAL CREEK	1947	Concrete slab
15C0004				LODOGA-STONYFRD RD	LITTLE STONY CREEK	1956	Concrete T-beam
15C0014				NORMAN ROAD	COLUSA DRAIN	1915	Concrete T-beam
15C0016				TULE ROAD	COLUSA TROUGH	1958	Concrete slab
15C0017				MAXWELL-SITES RD	STONE CORRAL CREEK	1957	Steel beam
15C0031				HILLGATE ROAD	WHISKEY CREEK	1930	Concrete T-beam
15C0036				OLD 99W	NORTH BRANCH SAND CREEK	1951	Concrete slab
15C0042				OLD 99W	PETROLEUM CREEK	1936	Concrete slab
15C0043				OLD 99W	SOUTH BRANCH BRUSH CREEK	1920	Concrete T-beam
15C0045				OLD 99W	NORTH BRANCH BRUSH CREEK	1925	Concrete T-beam
15C0046				OLD 99W	ROSINA DRAW	1951	Concrete slab
15C0047				OLD 99W	NOBO DRAW	1946	Concrete culvert
15C0050				OLD 99W	FUNKS CREEK	1927	Concrete T-beam
15C0051				OLD 99W	HUNTERS CREEK	1934	Concrete slab
15C0053				COUNTY LINE RD	108 MAIN DRAIN	1930	Timber stringer
15C0055				WALNUT DRIVE	GLENN-COLUSA CANAL	1940	Concrete slab
15C0057				DANLEY ROAD	GLENN-COLUSA CANAL	1924	Concrete T-beam
15C0058				DANLEY ROAD	GLENN VALLEY SLOUGH	1920	Concrete T-beam
15C0060				FAIRVIEW ROAD	GLENN-COLUSA CANAL	1915	Concrete T-beam
15C0061				MC DERMOTT RD	FUNKS CREEK	1915	Concrete T-beam
15C0062				NORMAN ROAD	BOUNDE CREEK	1915	Concrete T-beam
15C0066				MAXWELL-SITES RD	STONE CORRAL CREEK	1929	Concrete T-beam
15C0082				BAGLEY ROAD	GLENN-COLUSA CANAL	1930	Concrete culvert
15C0084				FINKS ROAD	GLENN-COLUSA CANAL	1930	Concrete slab
15C0085				OHM ROAD	GLENN-COLUSA CANAL	1930	Concrete slab
15C0086				OLD 99W	SALT CREEK (WILLIAMS)	1930	Concrete T-beam
15C0087				OLD 99W	FRESHWATER CREEK	1930	Concrete T-beam
15C0088				OLD 99W	GLENN VALLEY SLOUGH OFLO	1914	Concrete culvert

Category 5 (ineligible) bridges that were not individually surveyed.

Bridge No.	City	Route	PM	Facility	Name / Crossing	Date	Bridge Type
15C0089				OLD 99W	LURLINE CREEK	1930	Concrete T-beam
15C0090				OLD 99W	STONE CORRAL CREEK	1927	Concrete T-beam
15C0091				OLD 99W	STONE CORRAL CREEK OVRFL	1915	Concrete culvert
15C0092				OLD 99W	FUNKS CREEK OVERFLOW	1915	Concrete culvert
15C0097				TWO MILE ROAD	PAMELA CREEK	1935	Timber stringer
15C0101				E CAMP ROAD	SALT CREEK (WILLIAMS)		Concrete slab
15C0102				E CAMP ROAD	SPRING CREEK	1930	Timber stringer
15C0104				HANKINS ROAD	GLENN-COLUSA CANAL	1930	Timber stringer
15C0105				POUNDSTONE ROAD	WILKINS SLOUGH	1930	Timber stringer
15C0107				OHM RD	SALT CREEK (ARBUCKLE)	1950	Steel beam
15C0108				MILLER ROAD	SALT CREEK (ARBUCKLE)	1915	Concrete T-beam
15C0109				OHM ROAD	SOUTH BRANCH SAND CREEK	1930	Timber stringer
15C0111				LURLINE RD	LURLINE CREEK	1930	Timber stringer
15C0112				LENAHAN ROAD	FUNKS CREEK	1915	Concrete T-beam
15C0113				SYCAMORE SLOUGH RD	SYCAMORE SLOUGH	1915	Concrete T-beam
15C0114				SYCAMORE SLOUGH RD	SYCAMORE SLOUGH	1915	Concrete T-beam
15C0115				SYCAMORE CUTOFF	IRRIGATION DITCH	1930	Concrete T-beam
15C0116				FRESHWATER LATERAL	SALT CREEK (WILLIAMS)	1920	Concrete T-beam
15C0120				FOUR MILE RD	HUNTERS CREEK	1950	Steel beam
15C0128				LEESVILLE ROAD	N BR FRESHWATER CREEK	1920	Concrete T-beam
15C0130				BRIM ROAD	BEAR CREEK	1920	Concrete T-beam
15C0131				LEESVILLE-LODGA RD	LITTLE INDIAN CREEK	1915	Concrete T-beam
15C0132				LEESVILLE ROAD	LEESVILLE CREEK	1920	Concrete T-beam
15C0134				GOAT MOUNTAIN ROAD	LITTLE STONY CREEK	1935	Steel beam
15C0135				DENNIS DR	SALT CREEK (STONYFORD)	1935	Steel beam
15C0140				LEESVILLE-LODGA RD	INDIAN CREEK	1930	Concrete culvert
15C0164				LYONS ROAD	STONE CORRAL SLOUGH	1950	Steel beam
15C0181				LA GRANDE RD	GLENN-COLUSA CANAL	1940	Concrete culvert
15C0191				WHITE ROAD	108 MAIN DRAIN	1926	Concrete culvert

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
146482		1840 SR 45	CECIL RANCH WOOD SHED	GRIMES	P	1909	HIST.RES.	NPS-03000988-0002	05/14/04	1D	C
146486		1840 SR 45	CECIL RANCH SMOKEHOUSE	GRIMES	P	1941	HIST.RES.	NPS-03000988-0006	05/14/04	1D	C
146485		1840 SR 45	CECIL RANCH BUNKHOUSE	GRIMES	P	1909	HIST.RES.	NPS-03000988-0005	05/14/04	1D	C
146484		1840 SR 45	CECIL RANCH EQUIPMENT SHED	GRIMES	P	1909	HIST.RES.	NPS-03000988-0004	05/14/04	1D	C
146487		1840 SR 45	CECIL RANCH BUTCHERY	GRIMES	P	1941	HIST.RES.	NPS-03000988-0007	04/15/04	1D	C
146483		1840 SR 45	CECIL RANCH GARAGE	GRIMES	P	1920	HIST.RES.	NPS-03000988-0003	05/14/04	1D	C
090675		12 EAST AVE		MAXWELL	P	1930	PROJ.REVW.	HUD940711R	08/11/94	6Y	
154917		4359 HUFFMASTER RD	SITES CEMETERY	MAXWELL	U	1870	ST.HS.LDMK	06-0006	07/25/05	7W	
091310		56 OLD HIGHWAY 99		MAXWELL	P	1906	PROJ.REVW.	HUD940729B	09/12/94	6Y	
090674		4087 OLD HIGHWAY 99 W		MAXWELL	P	1920	PROJ.REVW.	HUD940711Q	08/11/94	6Y	
165345		167 SAN FRANCISCO ST		MAXWELL	P	1950	PROJ.REVW.	HUD070205I	02/14/07	6Y	
090673		377 W OAK ST		MAXWELL	P	1894	PROJ.REVW.	HUD940711P	08/11/94	6Y	
049965		MAXWELL-SITES RD	SWIFT'S STONE CORRAL	(VIC) MAXWELL	P	1855	HIST.SURV.	5955-0001-0000		3S	
							HIST.RES.	SHL-0238-0000	06/10/36	7L	
164145			RED ROCK CABIN	MEN NF	P	1945	PROJ.REVW.	USFS060724A	08/02/06	6Y	
095375			SNOW BASIN RESIDENCE TRACT-MENDOCI	MEN NF		1959	PROJ.REVW.	USFS950124F	03/27/95	6Y	
							PROJ.REVW.	USFS950124D	03/27/95	6Y	
095350			BOARD CAMP HOME TRACT - MENDOCINO	MEN NF		1961	PROJ.REVW.	USFS950124C	03/27/95	6Y	
							PROJ.REVW.	USFS950124E	03/27/95	6Y	
							PROJ.REVW.	USFS950124B	03/27/95	6Y	
112232			SANBORN CABIN	MEN NF	F	1940	HIST.RES.	DOE-06-97-0001-0000	08/07/97	6Y	
							PROJ.REVW.	USFS970708B	08/07/97	6Y	
050121		SR 45	PRINCETON FERRY SITE	(VIC) PRINCETON	U		HIST.SURV.	5970-0001-0000	01/01/78	2S	
							PROJ.REVW.	65007440	10/30/77	2S	A
170784			RAINBOW DAM STORAGE SHED, BUILDING	STONEYFORD	F	1914	PROJ.REVW.	BUR060922A	12/01/06	6Y	
050135		CR A9	LETTS VALLEY HISTORICAL DISTRICT	STONEYFORD	S		HIST.SURV.	5979-0001-0000	01/01/78	2S	
							HIST.RES.	SHL-0736-0000	05/25/60	7L	
174266			EAST PARK DAM TENDER'S RESIDENCE	(VIC) STONEYFORD	F	1950	PROJ.REVW.	BUR081215A	12/19/08	6Y	
124691		7822 BUSTER RD	AMERICAN TOWER CORPORATION SITE #4	SYCAMORE	P	2000	PROJ.REVW.	FCC000525A	06/16/00	6Y	
050144		WILBUR SPRINGS RD	BRIDGE #15C-8	(VIC) WILBUR SPRI	C	1910	HIST.SURV.	5986-0001-0000	12/24/85	2S	AC
							PROJ.REVW.	FHWA850823A	12/24/85	2S	AC
							PROJ.REVW.	65000634	12/24/85	2S	
077521		439 10TH ST		WILLIAMS	U	1925	PROJ.REVW.	HUD920721R	08/26/92	6Y	
077522		460 10TH ST		WILLIAMS	U	1925	PROJ.REVW.	HUD920721T	08/26/92	6Y	
077520		441 9TH ST		WILLIAMS	U	1900	PROJ.REVW.	HUD920721P	08/26/92	6Y	
050145		1491 E ST	ORIGINAL WILLIAMS HIGH SCHOOL, SAC	WILLIAMS	M	1911	ST.FND.PRG	619.0-HP-88-06-001	12/14/88	3	
							ST.FND.PRG	619.0-84-HP-06-003	10/24/85	3	
							ST.PT.INT.	SPHI-COL-003	06/06/80	7L	
							HIST.SURV.	5987-0003-0000		3S	
077513		834 NORTH ST		WILLIAMS	U	1905	PROJ.REVW.	HUD920721S	08/20/92	6Y	
095358		1201 SR 99W		WILLIAMS	P	1889	PROJ.REVW.	HUD950203H	03/30/95	6Y	
162101		WILBUR SPRINGS RD	WILBUR SPRINGS ROAD BRIDGE/15C-000	WILLIAMS	S	1910	PROJ.REVW.	FHWA021231B	02/13/03	6Y	
162100		3375 WILBUR SPRINGS RD	WILBUR HOT SPRINGS RESORT COMPLEX	WILLIAMS	P	1875	PROJ.REVW.	FHWA021231B	02/13/03	6Y	
050143		SR 20	BR. 15-30	(VIC) WILLIAMS	S	1930	HIST.SURV.	5987-0001-0000		7R	
069963		SR 20	SALT CREEK RD	(VIC) WILLIAMS	U	1920	HIST.RES.	DOE-06-90-0001-0000	01/31/91	6Y	
							PROJ.REVW.	FHWA900928B	01/31/91	6Y	

S-2934

AN ARCHAEOLOGICAL SURVEY NEAR WILLIAMS, CALIFORNIA: CITY OF WILLIAMS WASTEWATER DISPOSAL FACILITY

D. L. True

Prepared for Black and Veatch Consulting Engineers
Lafayette, California

April 1980

DEPARTMENT OF TRANSPORTATION

ARCHAEOLOGICAL SURVEY REPORT FOR CATEGORY 4B AND 5 PROJECTS

DPD-EP-25 (REV. 4/80)

S-2931

I. HIGHWAY PROJECT DESCRIPTION

District	County	Route	Post Mile	Charge Unit	Expenditure Authorization
03	Colusa	20	20.4/20.6	03210	221001

District 03 plans to utilize the excess parcel within the existing right of way (see Exhibit 1) for a salvaged asphalt concrete (AC) stockpile area. The AC material will be salvaged from an overlay and overcrossing improvement project on Interstate 5 at Arbuckle, Colusa County.

II. STUDY FINDINGS

No archaeological resources were identified within the proposed project area. If buried cultural material is encountered during construction, i is Caltrans' policy that the work in that area must stop until a qualifi archaeologist can evaluate the nature and significance of the find. Als additional survey work will be required if project plans are changed to include previously unsurveyed areas (Policy and Procedure 74-46).

III. INTRODUCTION

NAME(S) OF SURVEYOR(S)	QUALIFICATIONS	DATE(S) OF FIELDWORK
Henry O. Bass	B.A. in Anthropology, graduate studies in archaeology, field experience in California.	January 20, 1981

IV. SOURCES CONSULTED

NATIONAL REGISTER OF HISTORIC PLACES [x]	Month and Year 12/80
CALIFORNIA INVENTORY OF HISTORIC RESOURCES [x]	Year 1976
CALIFORNIA HISTORICAL LANDMARKS [x]	Year 1979 &upda

ARCHAEOLOGICAL SITE RECORDS [x] (Name(s) of Institution(s))

1. California Archaeological Sites Survey, Regional Office. Housed in t Department of Anthropology, California State University, Sacramento.
2. Office of Historic Preservation, California Department of Parks and Recreation, Sacramento.

OTHER:

None

RESULTS:

No known cultural resource properties were present within or adjacent to the project area.

#599)

Continue on Reverse Side

Department of Transportation
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT

S-12792

I. HIGHWAY PROJECT DESCRIPTION

District	County	Route	Post Mile	Charge Unit	Expenditure Authorization
03	Col	20	20.23/20.73	03207	313801

The project area is being considered as a disposal site for excess soil removed during the scheduled widening of State Route 20 between post miles 6.4 and 8.2. The entire area, approximately 24 acres, is in Caltrans right-of-way.

II. STUDY FINDINGS

No archaeological resources were identified within the proposed project area. However, should cultural resources be uncovered during construction, it is Caltrans policy (Chapter 1, Volume 2 of the Environmental Handbook) to temporarily cease work until the materials can be assessed by a qualified archaeologist and an appropriate course of action can be determined in consultation with the State Historic Preservation Office. Additional survey will be necessary if project plans change to include areas not covered in this report.

III. INTRODUCTION

Name(s) of Surveyor(s)	Qualifications	Date(s) of Fieldwork
Janis Offermann	MA in anthropology; 16 years archaeological experience in California	February 14, 1991
Daryl Noble	MA in anthropology; 14 years experience in California archaeology	

Present Environment: The acreage is essentially a low area that receives the overflow from Salt Creek; it was somewhat marshy even in the fifth year of a drought. Biologically, it is a wetland and, therefore, considered to have a low sensitivity for cultural resources.

Ethnography: The project area lies in what can essentially described as a "no man's land" between the Valley and Hill Patwin ethnographic groups (Johnson 1978; Kroeber 1925, 1932). The modern-day Cortina Rancheria lies approximately 6 miles to the southwest at the base of the foothills. This settlement is occupied by Hill Patwin descendents.

IV. SOURCES CONSULTED

{X} National Register of Historic Places ----1979-1991
{X} California Inventory of Historic Resources -- 1976
{X} California Historical Landmarks -- 1979; rev. 1982
{ } Archaeological Site Records -- Record searches from earlier projects in the vicinity were examined.

Other:

Results:

S-116674

CULTURAL RESOURCE ASSESSMENT OF A PROPOSED MULTI-FAMILY APARTMENT COMPLEX IN WILLIAMS, COLUSA COUNTY, CALIFORNIA

Prepared by

Peak & Associates, Inc.
8167A Belvedere Avenue
Sacramento, California 95826
(916) 452-4435

Prepared for

R & R Development Company
P.O. Box 2600
Oakhurst, California 93644

September 24, 1993
(Job #93-118)

WP EF04
Department of Transportation
NEGATIVE ARCHAEOLOGICAL SURVEY REPORT

S-17760

I. HIGHWAY PROJECT DESCRIPTION

District	County	Route	Post Mile	Charge Unit	Expenditure Authorization
03	Col	20	20.2	03603	431201

The project proposes to excavate areas of the creek bank and place rock slope protection within these areas. In addition, cement will be placed around the bridge abutments.

II. STUDY FINDINGS

No cultural resources were identified within the proposed project area. However, should cultural resources be uncovered during construction, it is Caltrans policy (Chapter 1, Volume 2 of the Environmental Handbook) to temporarily cease work until the materials can be assessed by a qualified archaeologist and an appropriate course of action can be determined in consultation with the State Historic Preservation Office. Additional survey will be necessary if project plans change to include areas not covered in this report.

III. INTRODUCTION

Name(s) of Surveyor(s)	Qualifications	Date(s) of Fieldwork
Janis Offermann	MA in anthropology; 20 years archaeological experience in California	5/8/95
Daryl Noble	MA in anthropology; 18 years archaeological experience in California	

Present Environment: The project area lies at an elevation of 85 feet in the Sacramento Valley. Most of the immediate project area is under cultivation. Some riparian vegetation exists on the banks of the creek.

Ethnography: The region around the project area was, and is at present, inhabited by the Wintun (Kroeber 1925).

IV. SOURCES CONSULTED

{X} National Register of Historic Places ---- 1979-1995
{X} California Inventory of Historic Resources -- 1976
{X} California Historical Landmarks -- 1990

Other: Native American contacts (Attachment 1); Colusa County Historical Society (Attachment 2)

Results: The sources checked indicated that no known cultural resources are present within or near the project area

S-3504
X

Cultural Resources Inventory of Caltrans District 3 Rural Conventional Highways in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba Counties

Summary of Methods and Findings

Contract No. 03A1152; EA No. 03-0E8503

By:
Laura Leach-Palm, Pat Mikkelsen
Paul Brandy, Jay King, and Lindsay Hartman
Far Western Anthropological Research Group, Inc.

Bryan Larson
JRP Historical Consulting, LLC

June 2008

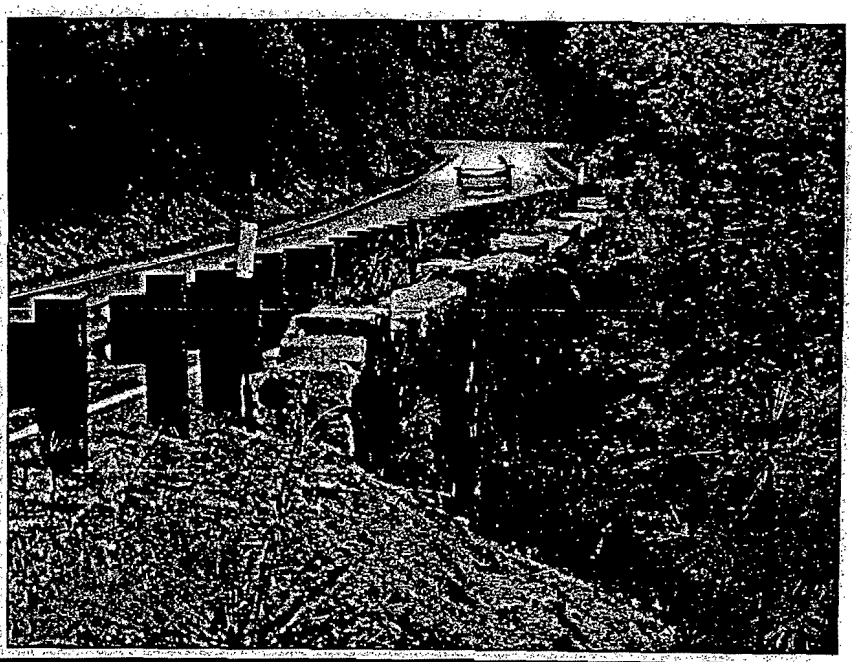
Keywords:
Cultural Resources
Inventory
Survey
Rural Conventional Highways
Transportation Enhancement
Caltrans District 3
Marysville

Counties: Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, and Yuba

State Routes 16, 20, 32, 45, 49, 50, 65, 70, 84, 89, 99, 113, 128, 153, 162, 174, 191, 193, 220, 267

Submitted to:
Scott A. Williams
Associate Environmental Planner
Office of Environmental Management
California Department of Transportation
North Region, District 3
703 B Street
Marysville, CA 95901-0911

Lake Tahoe Basin Management Unit Report No: TB-2007-016, R2007051900023



Prepared and Edited by:
FAR WESTERN ANTHROPOLOGICAL RESEARCH GROUP, INC.
2727 Del Rio Place, Suite A, Davis, California, 95618
http://www.farwestern.com 530-756-3941

S-35495

Cultural Resources Constraints Study for the Replacement of 30 Poles along the Cortina#4 60kV Transmission Line

Date: July 22, 2008

PG&E Pole Replacement Project Task No.: PG&E Order No: 30622326/30636803 GWA-250007.1962

Project Name: Cortina #4 (30 poles)

Prepared for:	Prepared by:
Pacific Gas and Electric Company 3400 Crow Canyon Road San Ramon, CA 94583 ENTRIX, Inc. (General Contractor) 701 University Avenue, Suite 200 Sacramento, CA 95825	TREMAINE & ASSOCIATES, INC. 859 Stillwater Road, Suite 1 West Sacramento, CA 95605

Project Description *(include location, USGS quad map names, T/R information, No. of poles surveyed, No. of poles on private land, and No. Poles on public land)*:

A total of 30 poles were surveyed along segments of the Cortina #4 60kV Transmission Line. The segments span approximately 30 miles north to south and east to west between the towns of Princeton, Colusa, Maxwell, and Williams. These locales are situated within the United States Geological Survey (USGS), 7.5 Minute series topographic quadrangles of: *Princeton (1952 r. 1973), Butte City (1952 r. 1973), Sanborn Slough (1952 r. 73), Moulton Weir (1991), Colusa (1991), Williams (1991),* and *Maxwell (1991).*

Of the 30 poles surveyed, 26 are located on private land, 3 poles (17/301, 18/318, and 18/321) are located within the boundaries of Federally Managed Land (Delevan National Wildlife Reserve), and one pole (23/424) is located within Native American Trust Land (Wintun Rancheria).

The proposed Area of Potential Effect (APE) consists of a standard 50-feet survey radius centered at each of the 30 pole locations within the corridor of the transmission line segment. Access roads needing improvement were also examined for the presence of cultural resources. When conditions varied from the norm (e.g., difficult terrain, anticipated access problems, and staging and lay-down areas), the standard survey radius was increased to 100-feet to accommodate these potential impact areas.

Staff involved *(name, qualifications, role in project)*:

Kim Tremaine of Tremaine & Associates, Inc. directed the work and oversaw all aspects of the report. She holds a Ph.C. degree in Anthropology and has 25 years experience working in the field of archaeology. Daniel Trout conducted the fieldwork. Mr. Trout holds a B.A. degree in Anthropology and has ten years of professional experience. Mr. Trout and Kimberly Kersey (M.A. Anthropology, ten years experience) contributed to report preparation.

Prefield Methods *(summary of Records Search [see Attachment B] and NAHC correspondence)*:

*given the time constraints to complete this project the records search was conducted after the field survey was completed.

A. Records Search conducted on: July 17, 2008

Name of Repository/Researcher: Northwest Information Center, Sonoma State University, Rohnert Park, Lisa Hagel (researcher). I.C. File# 08-0057.

Maxwell
Williams
Sanborn Slough
Colusa
Moulton Weir
Princeton
Butte City

APPENDIX B: NATIVE AMERICAN CONTACTS

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

January 27, 2010

Ric Windmiller
2280 Grass Valley Highway #205
Auburn, CA 95603

Sent Via Fax: (530) 878-0915
# of Pages: 4

RE: City of Williams General Plan Update EIR; Colusa County.

Dear Mr. Windmiller:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested General Plan boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action.

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst

Native American Tribal Consultation List
County of Colusa
January 26, 2010

Grindstone Rancheria of Wintun-Wailaki
Ronald Kirk, Chairperson
P.O. Box 63
Elk Creek , CA 95939
(530) 968-5365
Nomlaki
Wintun (Patwin)
Wailaki
Muimok

Enterprise Rancheria of Maidu Indians
Glenda Nelson, Chairperson
3690 Olive Hwy
Oroville , CA 95966
eranch@cncnet.com
(530) 532-9214
Maidu

Colusa Indian Community Council
Wayne Mitchem, Chairperson
3730 Hiway 45
Colusa , CA 95932
rmitchum@colusanet.com
(530) 458-8231
Wintun (Patwin)

Paskenta Band of Nomlaki Indians
Everitt Freeman, Chairperson
PO Box 398
Orland , CA 95963
office@paskenta.org
(530) 865-2010
Nomlaki
Wintun

Yocha Dehe Wintun Nation
Marshall McKay, Chairperson
P.O. Box 18
Brooks , CA 95606
(530) 796-3400
Wintun (Patwin)

Cortina Band of Indians
Chairperson
PO Box 1630
Williams , CA 95987
(530) 473-3274 - Voice
(530) 473-3190 - Voice
Wintun / Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

Native American Contact
Colusa County
January 26, 2010

Kesner Flores
PO Box 1047 Wintun / Patwin
Wheatland , CA 95692
calnagpra@hotmail.com
925-586-8919

Yocha Dehe Wintun Nation
Leland Kinter, Native Cultural Renewal Committee
P.O. Box 18 Wintun (Patwin)
Brooks , CA 95606
(530) 979-6346
(530) 796-3400 - office
(530) 796-2143 Fax

Yocha Dehe Wintun Nation
Cynthia Clarke, Native Cultural Renewal
P.O. Box 18 Wintun (Patwin)
Brooks , CA 95606
(530) 796-3400 - office
(530) 796-2143 Fax

Grindstone Rancheria of Wintun-Wailaki
Regina Dock
P.O. Box 63 Nomlaki
Elk Creek , CA 95939 Wintun (Patwin)
(530) 968-5365 Wailaki
(530) 968-5366 FAX Muimok

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his list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed ity of Williams General Plan Update EIR; Colusa County.

Native American Contact
Colusa County
January 26, 2010

Wintun Environmental Protection Agency
Dave Jones
P.O. Box 1839 Wintun (Patwin)
Williams , CA 95987
corwepa@hotmail.com
(530) 473-3318
(530) 473-3319
(530) 473-3320 - Fax

Cortina Band of Indians
Chairperson
PO Box 1630 Wintun / Patwin
Williams , CA 95987
(530) 473-3274 - Voice
(530) 473-3190 - Voice
(530) 473-3301 - Fax

Grindstone Rancheria of Wintun-Wailaki
Ronald Kirk, Chairperson
P.O. Box 63 Nomlaki
Elk Creek , CA 95939 Wintun (Patwin)
(530) 968-5365 Wailaki
(530) 968-5366 FAX Muimok

Cortina Band of Indians
Thelma Brafford, Tribal Administrator
P.O. Box 1630 Wintun/Patwin
Williams , CA 95987
(530) 473-3274
(530) 437-3301 FAX

Colusa Indian Community Council
Wayne Mitchem, Chairperson
3730 Hiway 45 Wintun (Patwin)
Colusa , CA 95932
rmitchum@colusanet.com
(530) 458-8231
530-458-3866

Colusa Indian Community Council
Shannon Morganson, Tribal Administrator
3730 Hiway 45 Wintun (Patwin)
Colusa , CA 95932
CICC@colusanet.com
(530) 458-8231

Yocha Dehe Wintun Nation
Marshall McKay, Chairperson
P.O. Box 18 Wintun (Patwin)
Brooks , CA 95606
(530) 796-3400
(530) 796-2143 Fax

Colusa Indian Community Council
Tammy Fullerton, Environmental Coordinator
3730 Hiway 45 Wintun (Patwin)
Colusa , CA 95932
rise.tammy@prodigy.net
(530) 458-8231

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed City of Williams General Plan Update EIR; Colusa County.

Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Dave Jones
Wintun Environmental Protection Agency
P.O. Box 1839
Williams, CA 95987

Re: City of Williams General Plan Update EIR

Dear Mr. Jones:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

As you know, Government Code §65352.3 requires local governments to consult with tribes when changes are anticipated in their general plan. My purpose in contacting you at this early stage is simply to solicit any information you may have on Native American cultural resources. Our background report is designed as a broad overview to help guide future planning to preserve important cultural resources--from prehistoric archaeological sites to historic buildings and structures.

Please feel free to contact either Cathryn Chatterton or myself if you wish to share information at this time. You may respond by telephone (530-878-0979), fax (530-878-0915) or email: windmiller-consult@sbcglobal.net. Thanks in advance for your interest.

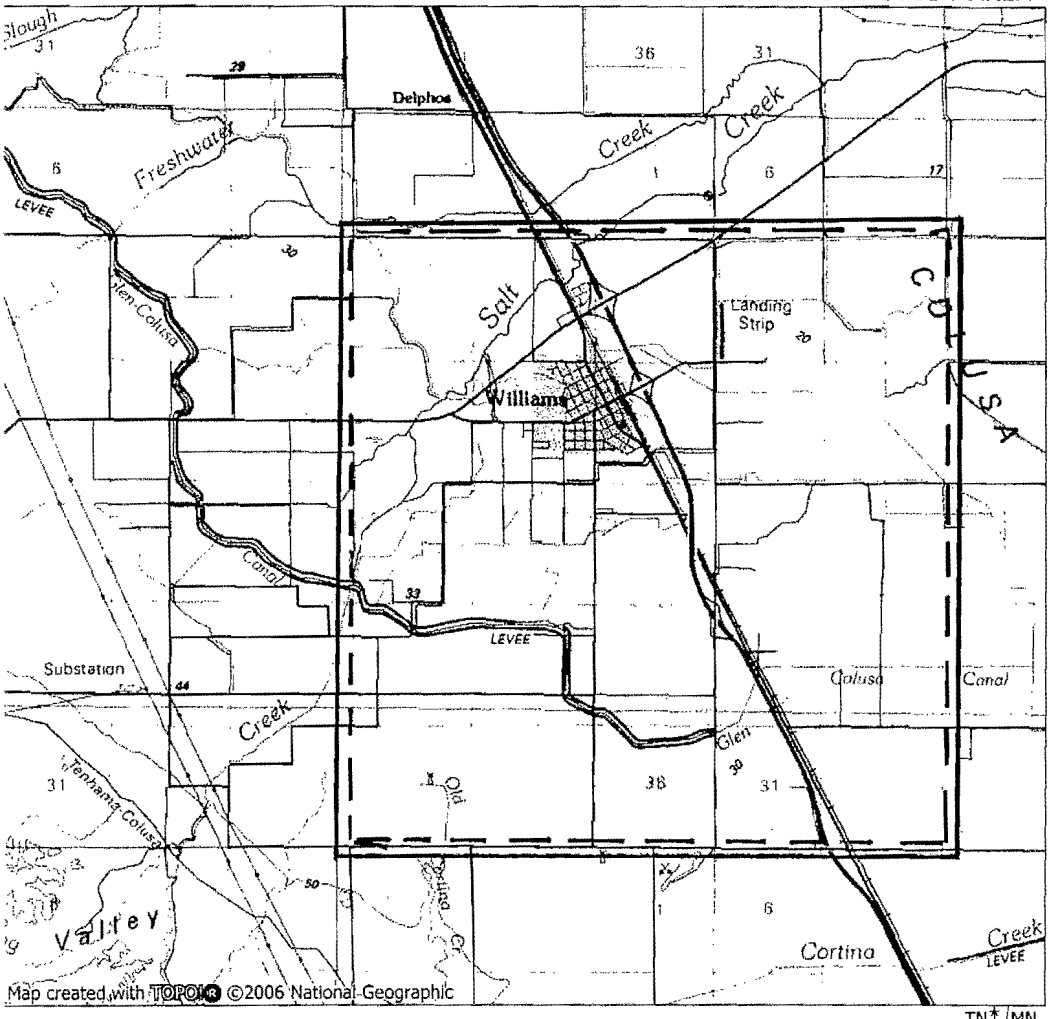
Yours sincerely,

//s//

Ric Windmiller
Registered Professional Archaeologist

Enclosure

WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Ronald Kirk
Chairperson
Grindston Rancheria of Wintun-Wailaki
P.O. Box 63
Elk Creek, CA 95939

Re: City of Williams General Plan Update EIR

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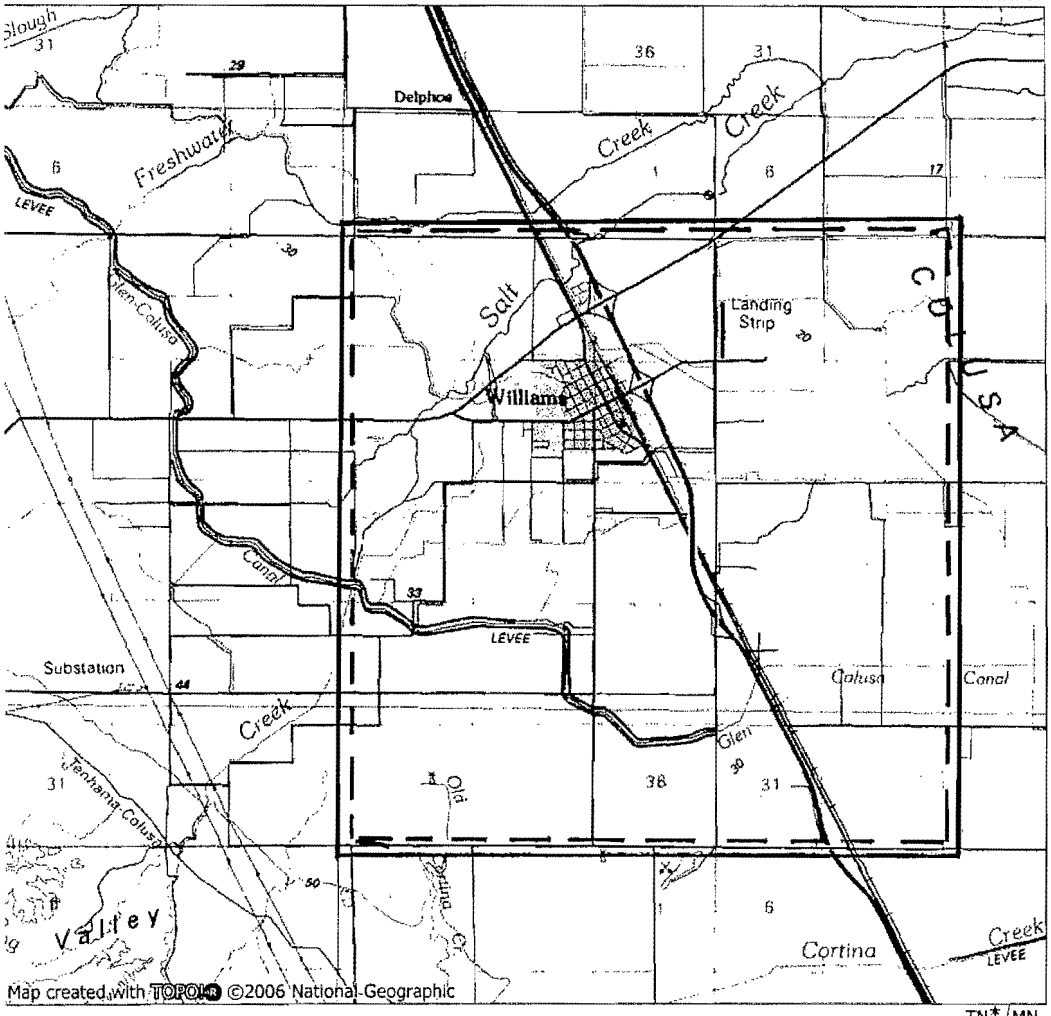

NATIONAL GEOGRAPHIC

0.0 0.5 1.0 1.5 2.0 2.5 3.0 miles

0 1 2 3 4 5 km

TN MN

14½

02/26/10

Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Wayne Mitchem
Chairperson
Colusa indian Community Council
3730 Highway 45
Colusa, CA 95932

Re: City of Williams General Plan Update EIR

Dear Mr. Mitchem:

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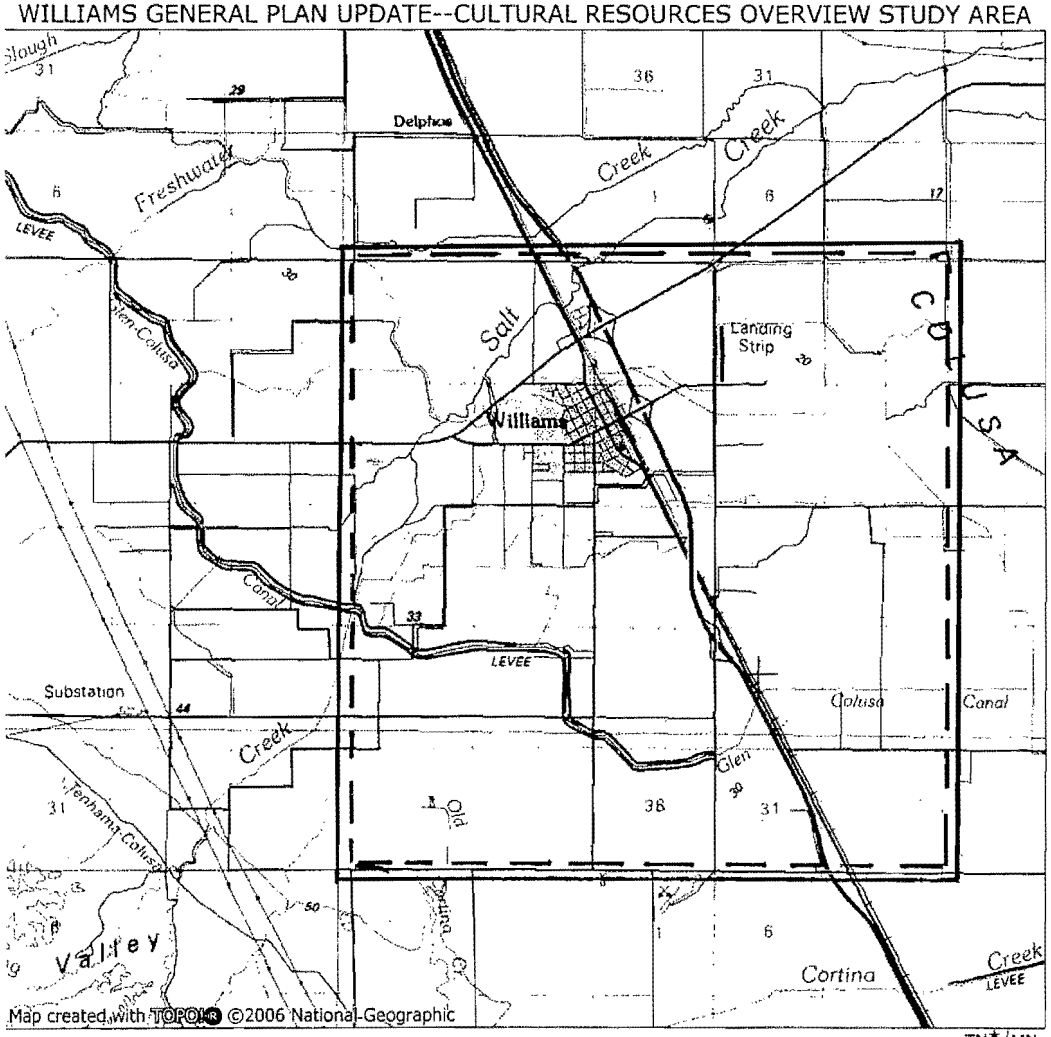
//s//

Ric Windmiller
Registered Professional Archaeologist

Enclosure

WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



NATIONAL GEOGRAPHIC

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02/26/10

Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Marshall McKay
Chairperson
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

Re: City of Williams General Plan Update EIR

Dear Mr. McKay:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

As you know, Government Code §65352.3 requires local governments to consult with tribes when changes are anticipated in their general plan. My purpose in contacting you at this early stage is simply to solicit any information you may have on Native American cultural resources. Our background report is designed as a broad overview to help guide future planning to preserve important cultural resources--from prehistoric archaeological sites to historic buildings and structures.

Please feel free to contact either Cathryn Chatterton or myself if you wish to share information at this time. You may respond by telephone (530-878-0979), fax (530-878-0915) or email: windmiller-consult@sbcglobal.net. Thanks in advance for your interest.

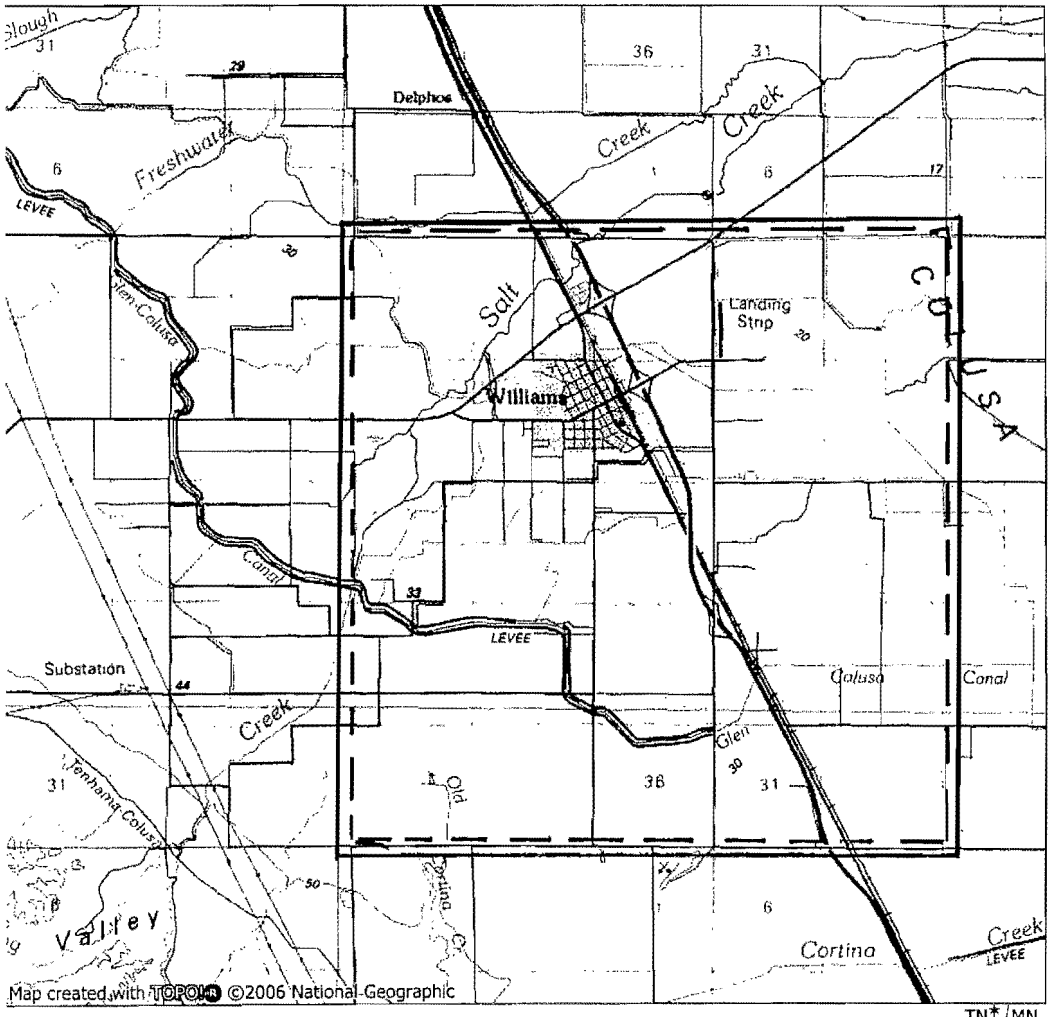
Yours sincerely,

//s//

Ric Windmiller
Registered Professional Archaeologist

Enclosure

WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



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02/26/10

March 3, 2010

Mr. Rick Windmiller
Registered Professional Archaeologist
2280 Grass Valley Highway #205
Auburn CA 95603

RE: City of Williams General Plan Update EIR, Colusa County California

Dear Mr. Windmiller:

Thank you for your letter dated, February 25, 2010, seeking knowledge of cultural resources in the area of the City of Williams, Colusa County, California.

Based on the information provided, the Yocha Dehe Wintun Nation, of California, is not aware of any known cultural resources on this site. However, as the project progresses, if cultural resources or Native American human remains are found, we have a process for handling such an occurrence. It is always suggested that a tribal monitor be present for earthmoving activities, particularly where the earth is previously undisturbed.

Please forward a copy of the City of Williams' General Plan EIR to the following individual and, in addition, if tribal cultural items or Native American human remains are found:

Ms. Phoebe Bender
Cultural Resource Information Specialist
Yocha Dehe Wintun Nation, of California
Office: (530)796-3400, pbender@yochadehe-nsn.gov

And copy all communications to:
Ms. Michelle LaPena, LaPena Law Corporation, michelle@lapenalaw.com

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Marshall McKay
Tribal Chairman

MM:pb

Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Chairperson
Cortina Band of Indians
P.O. Box 1630
Williams, CA 95987

Re: City of Williams General Plan Update EIR

Dear Sir or Madam:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

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Yours sincerely,

//s//

Ric Windmiller
Registered Professional Archaeologist

Enclosure

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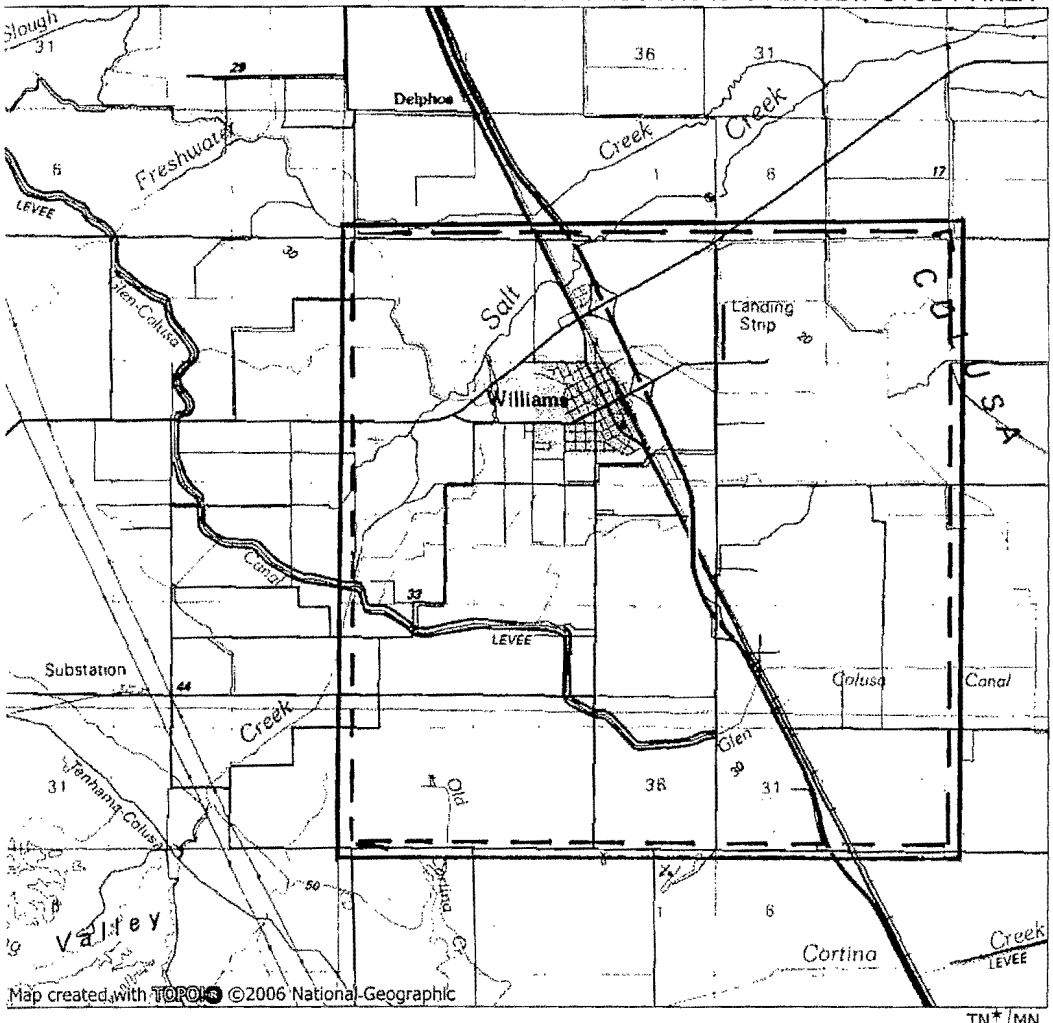

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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Thelma Brafford
Tribal Administrator
Cortina Band of Indians
P.O. Box 1630
Williams, CA 95987

Re: City of Williams General Plan Update EIR

Dear Ms. Brafford:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

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Yours sincerely,

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Ric Windmiller
Registered Professional Archaeologist

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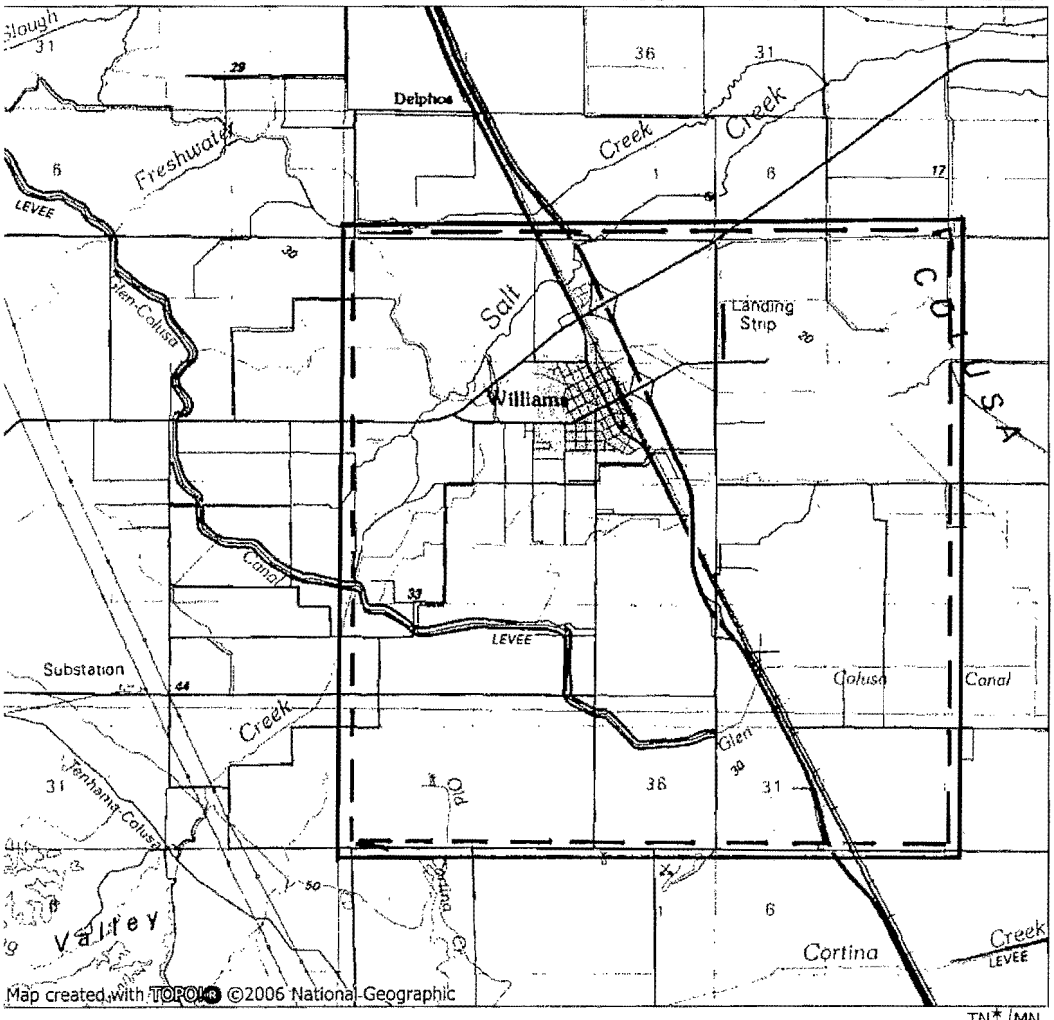
WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



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CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Shannon Morganson
Tribal Administrator
Colusa Indian Community Council
3730 Highway 45
Colusa, CA 95932

Re: City of Williams General Plan Update EIR

Dear Ms. Morganson:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

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Yours sincerely,

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Ric Windmiller
Registered Professional Archaeologist

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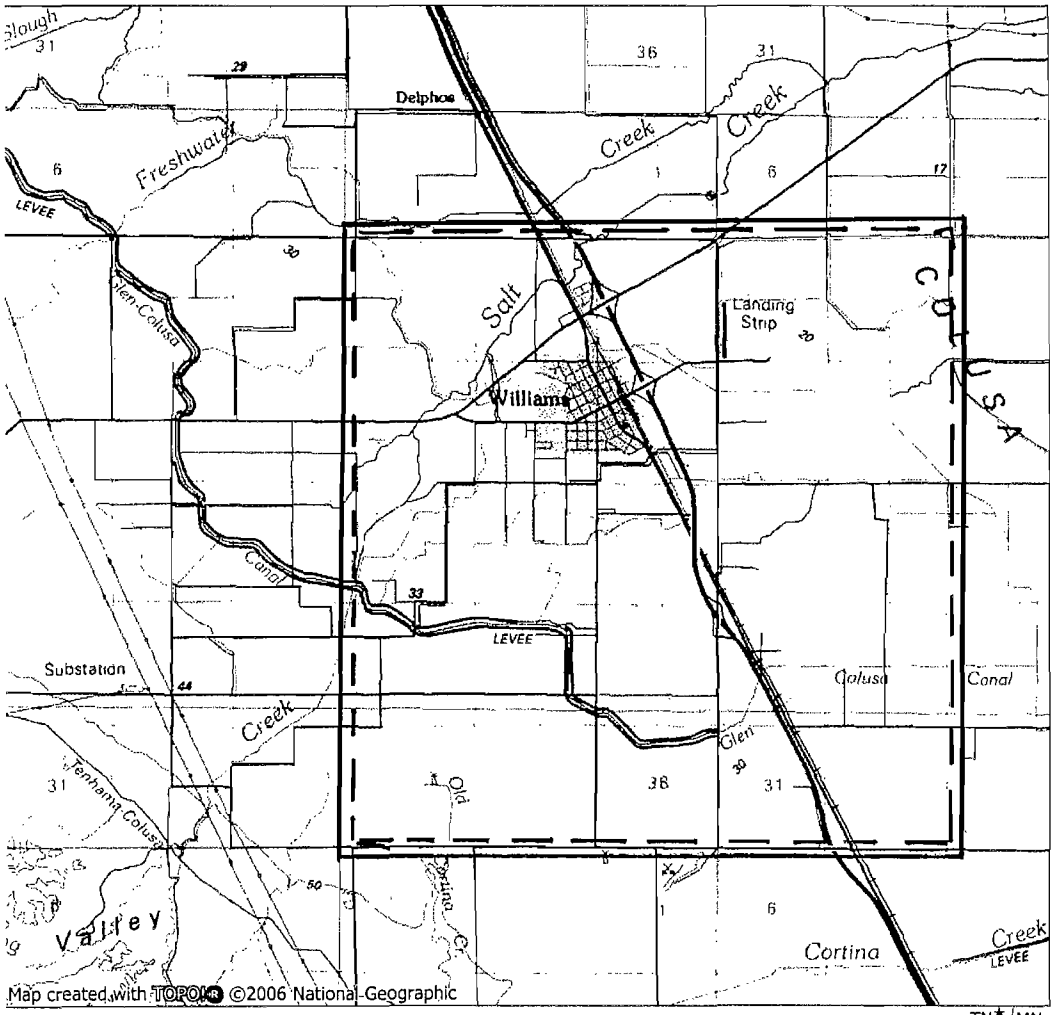

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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Tammy Fullerton
Environmental Coordinator
Colusa Indian Commujnity Council
3730 Highway 45
Colusa, CA 95932

Re: City of Williams General Plan Update EIR

Dear Ms. Fullerton:

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Yours sincerely,

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Registered Professional Archaeologist

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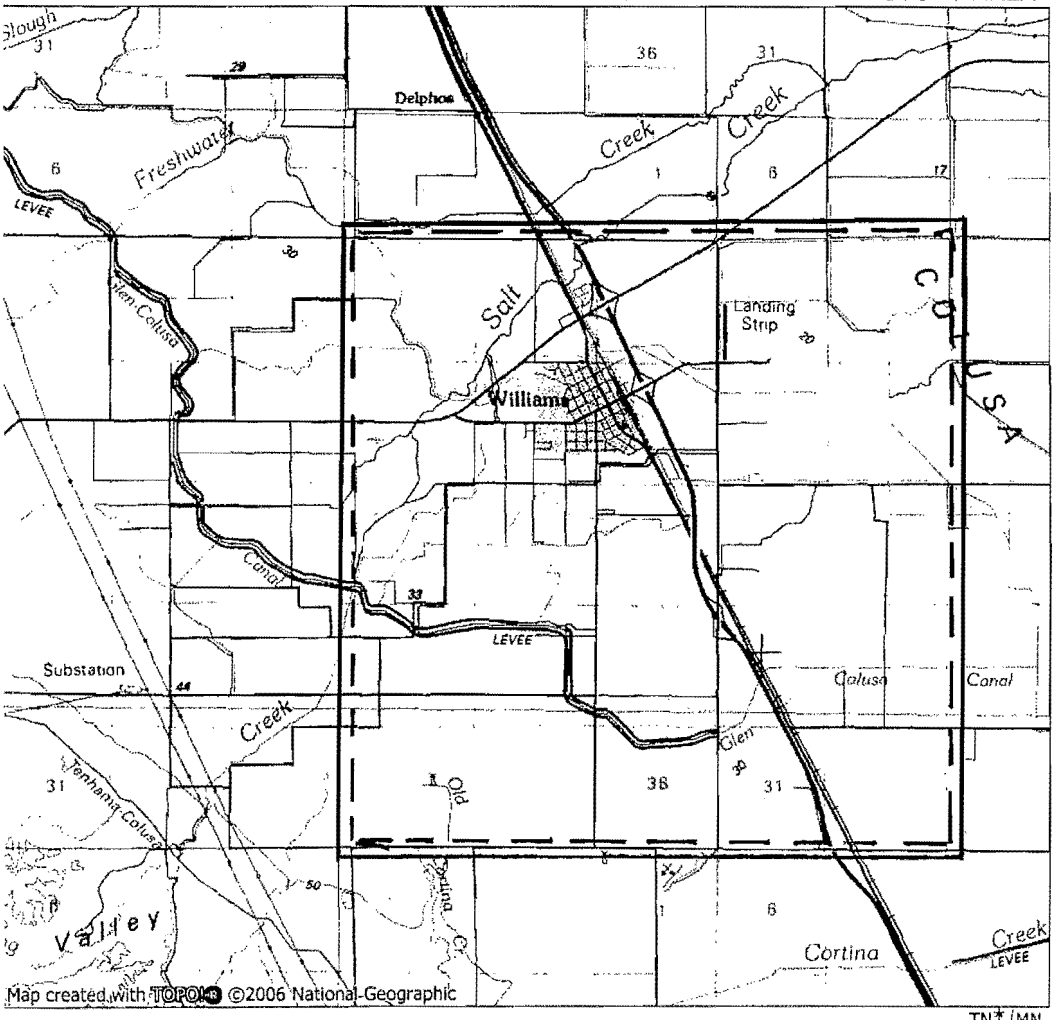

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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Everitt Freeman
Chairperson
Paskenta Band of Nomlaki Indians
P.O. Box 398
Orland, CA 95963

Re: City of Williams General Plan Update EIR

Dear Mr. Freeman:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

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Yours sincerely,

//s//

Ric Windmiller
Registered Professional Archaeologist

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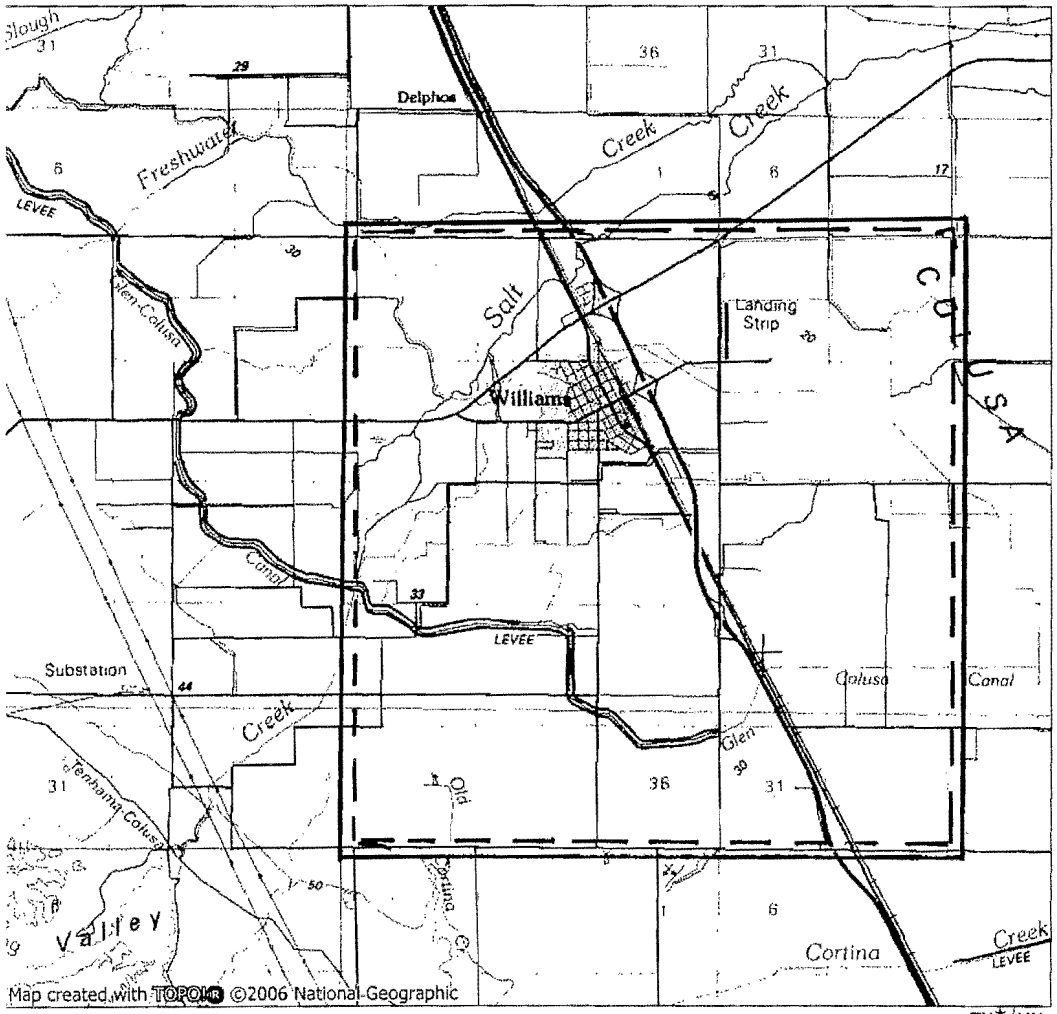
WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Glenda Nelson
Chairperson
Enterprise Rancheria of Maidu Indians
3690 Olive Highway
Oroville, CA 59566

Re: City of Williams General Plan Update EIR

Dear Ms. Nelson:

Our consultancy is conducting a cultural resources overview for the City of Williams General Plan Update EIR. Our study area is a 25 square mile region surrounding Williams (please see attached map). So far, we have not identified any Native American cultural resources within the area. However, a records search underway at the Northwest Information Center, California Historical Resources Information System is not yet completed. The Native American Heritage Commission responded to our request for a sacred lands file search, although the commission did not identify any sacred or ceremonial sites.

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Yours sincerely,

//s//

Ric Windmiller
Registered Professional Archaeologist

Enclosure

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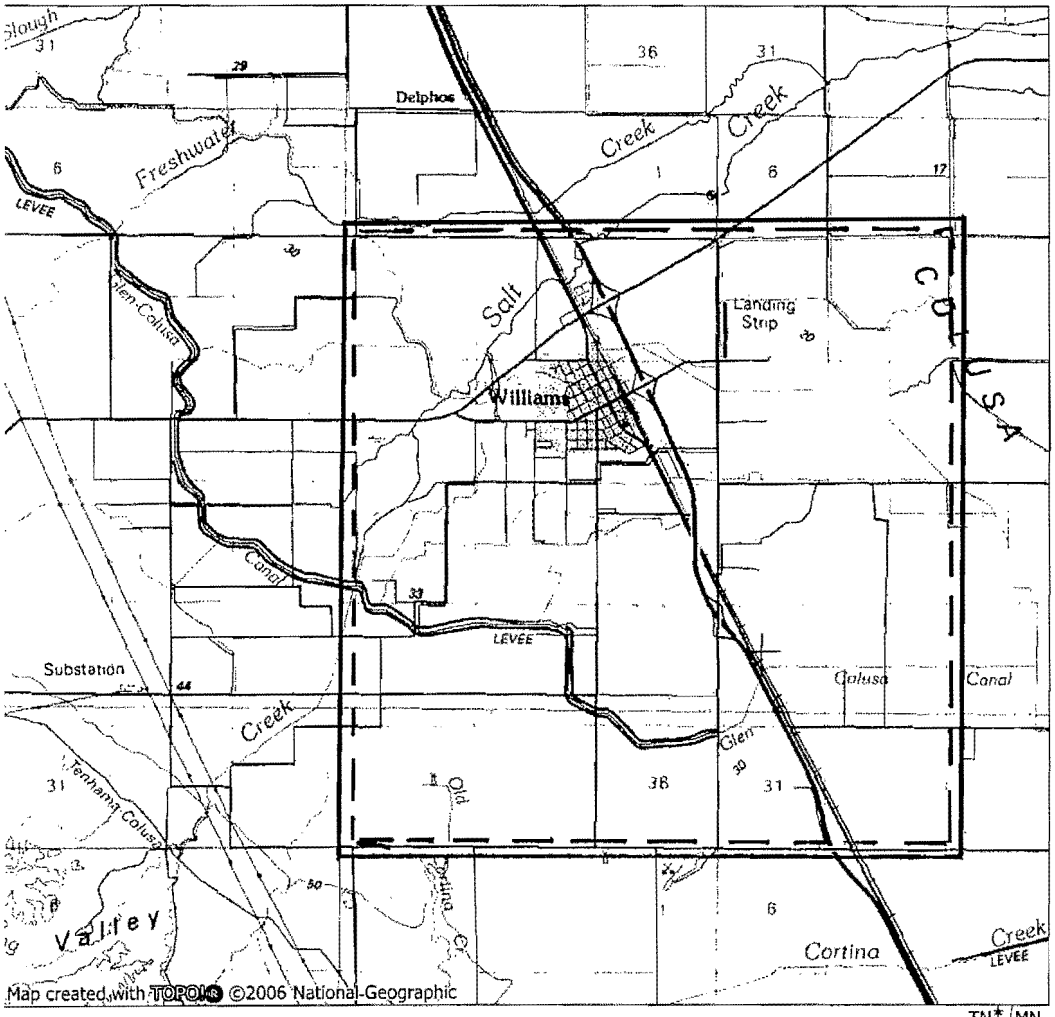

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02/26/10

Enterprise Rancheria

Estom Yumeka Maidu Tribe

3690 Olive Hwy
Oroville, CA 95966

Ph: (532) 532_9214
Fax: (530) 532-1768
Email:renr@enterpriserancheria.org

March 26, 2010

Ric Windmiller
Registered Professional Archaeologist

Re: City of Williams General Plan Update EIR

Williams, CA

Enterprise Rancheria EPA Department
We offer Site Monitors for these projects!

Our protocol is as follows:
If during ground disturbing activities, any resources are uncovered all work
Shall cease within the area of the find, pending an examination of the site and materials
by a professional Archaeologist and Tribal Monitor

If any remains are uncovered, the Health and Safety Code 7050-55097.9 shall be enforced and adhered to.

The tribe will work with local authorities on the disposition of cultural resources.
We will be working with you on this project!
We request all Cultural Resources if found in this area be turned over to the Enterprise Rancheria!

EPA Department
Ron Reynolds
Site Monitor

When developers and public agencies assess the environmental impact of their projects, they must consider "historical resources" as an aspect of the environment in accordance with California Environmental Quality Act (CEQA) Guidelines section 15064.5. These cultural features can include Native American graves and artifacts; traditional cultural landscapes; natural resources used for food, ceremonies or traditional crafts; and places that have special significance because of the spiritual power associated with them. When projects are proposed in areas where Native American cultural features are likely to be affected, one way to avoid damaging them is to have a Native American monitor/consultant present during ground disturbing work. In sensitive areas, it may also be appropriate to have a monitor/consultant on site during construction work.

A knowledgeable, well-trained Native American monitor/consultant can identify an area that has been used as a village site, gathering area, burial site, etc. and estimate how extensive the site might be. A monitor/consultant can prevent damage to a site by being able to communicate well with others involved in the project, which might involve:

1. Requesting excavation work to stop so that new discoveries can be evaluated;
2. Sharing information so that others will understand the cultural importance of the features involved;
3. Ensuring excavation or disturbance of the site is halted and the appropriate State laws are followed when human remains are discovered;
4. Helping to ensure that Native American human remains and any associated grave items are treated with culturally appropriate dignity, as is intended by State law.

Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Kesner Flores
P.O. Box 1047
Wheatland, CA 95692

Re: City of Williams General Plan Update EIR

Dear Kesner:

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Ric Windmiller
Registered Professional Archaeologist

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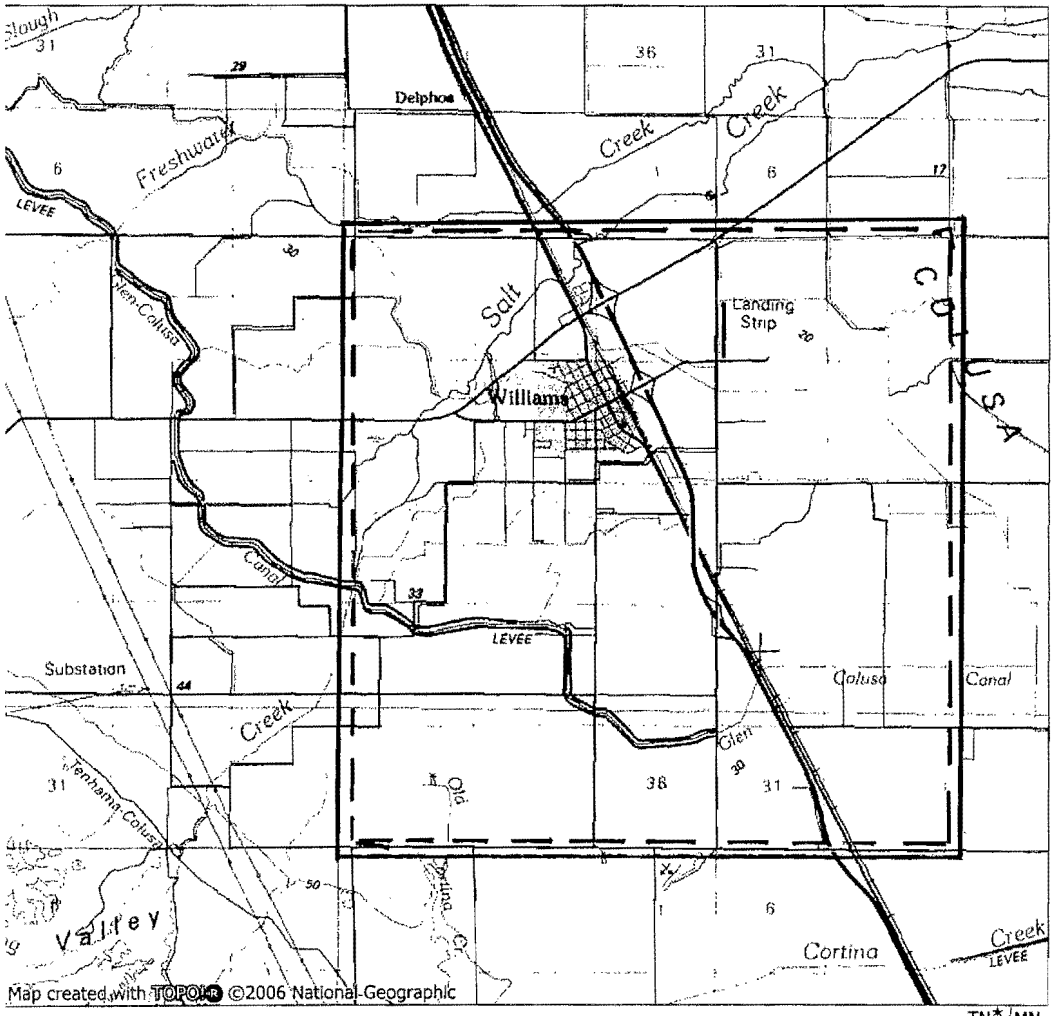

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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Mr. Leland Kinter
Native Cultural Renewall Committee
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

Re: City of Williams General Plan Update EIR

Dear Mr. Kinter:

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Yours sincerely,

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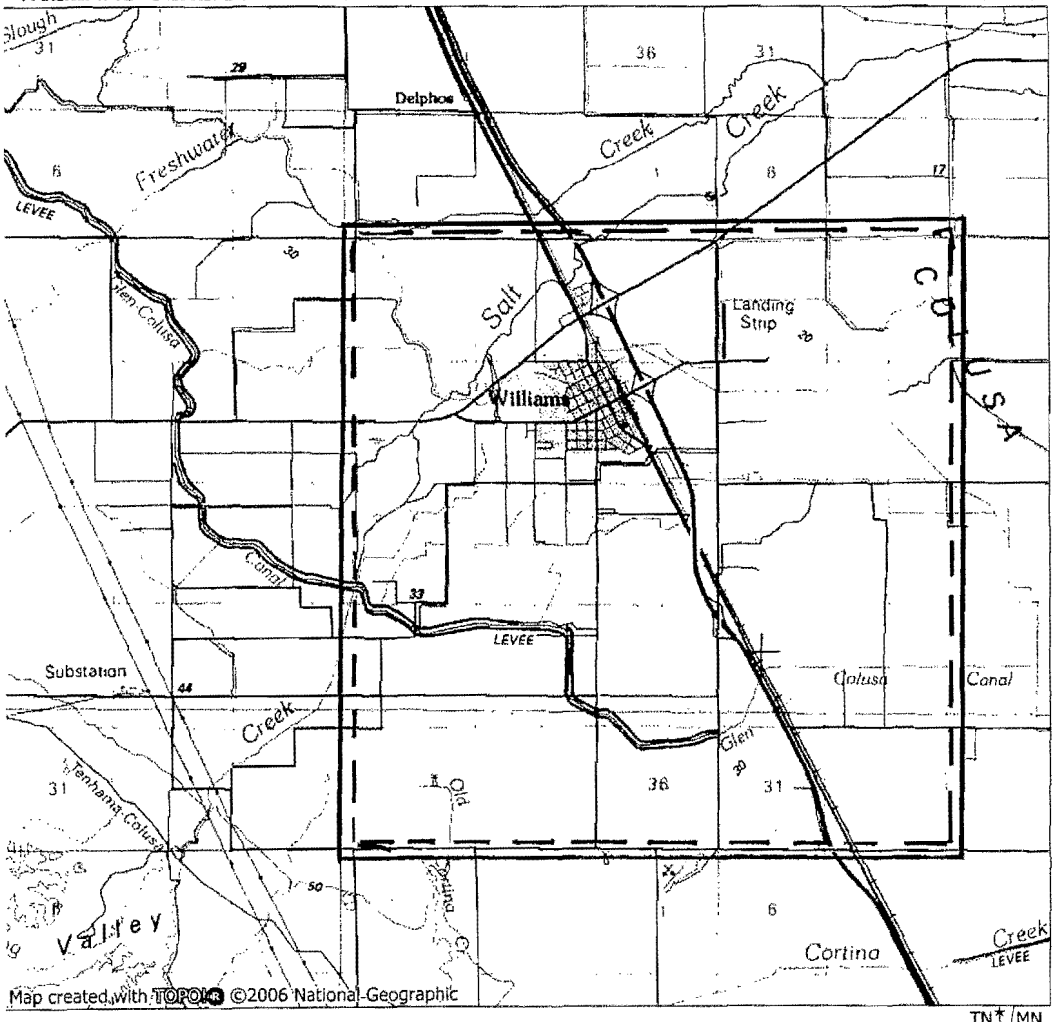
Ric Windmiller
Registered Professional Archaeologist

Enclosure

WILLIAMS GENERAL PLAN UPDATE--CULTURAL RESOURCES OVERVIEW STUDY AREA



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Ric Windmiller
CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Cynthia Clarke
Naive Cultural Renewal Committee
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

Re: City of Williams General Plan Update EIR

Dear Ms. Clarke:

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Yours sincerely,

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Ric Windmiller
Registered Professional Archaeologist

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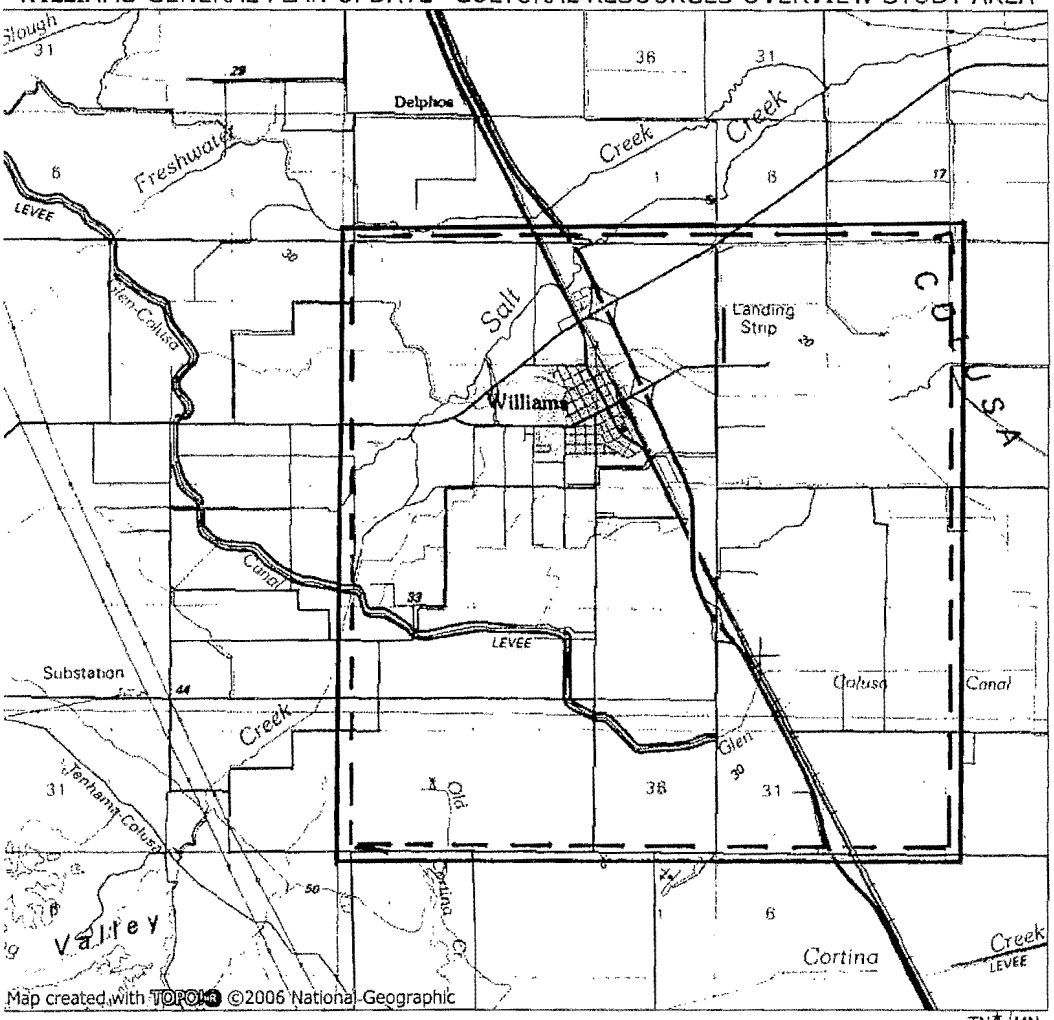

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CONSULTING ARCHAEOLOGIST

2280 GRASS VALLEY HIGHWAY #205
AUBURN, CALIFORNIA 95603

530/878-0979
FAX 530/878-0915

Feb 25, 2010

Ms. Regina Dock
Grindstone Rancheria of Wintun-Wailaki
P.O. Box 63
Elk Creek, CA 95939

Re: City of Williams General Plan Update EIR

Dear Ms. Dock:

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Yours sincerely,

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Ric Windmiller
Registered Professional Archaeologist

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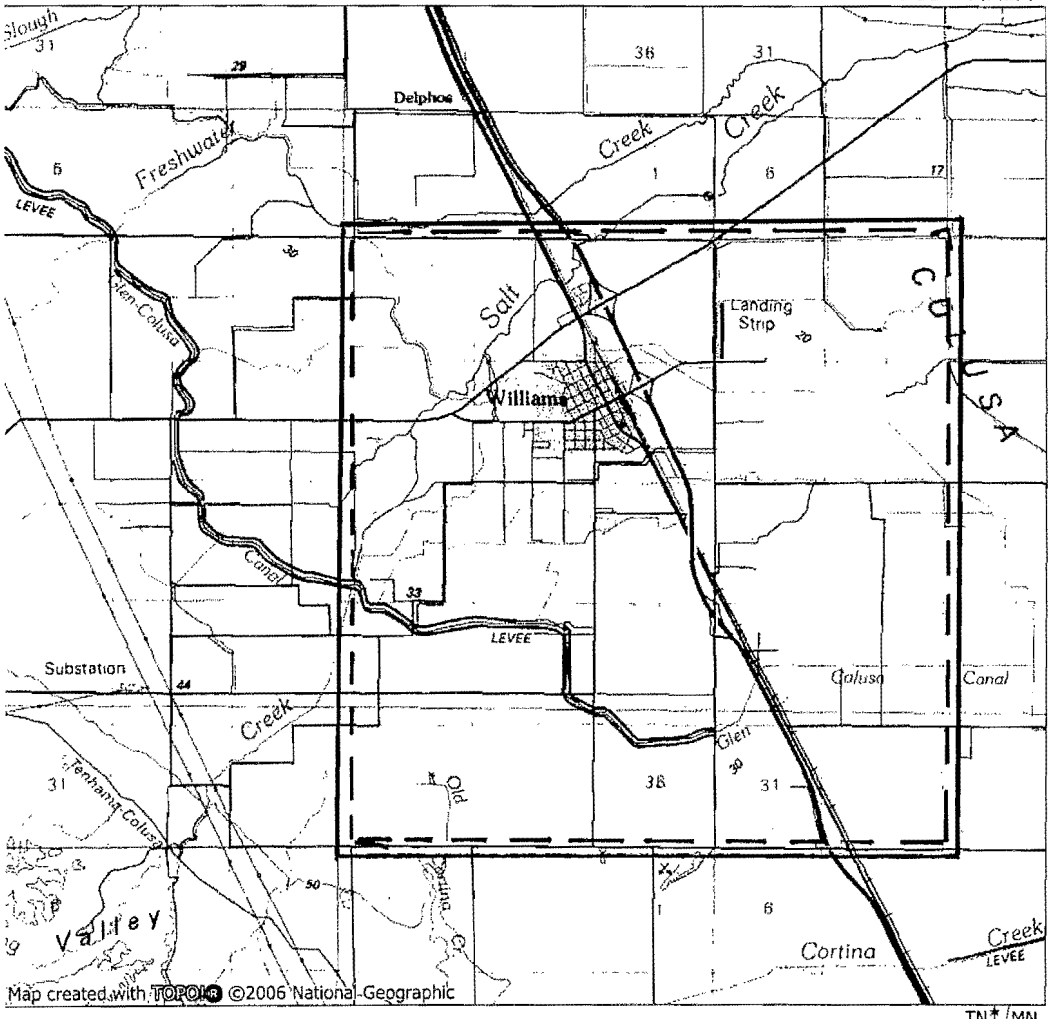

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